

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LII.]

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BIRTHS.

At 60 C., The Bluff, Yokohama, on 22nd October, 1900, the wife of Arch. OER-EWING, of the China Inland Mission, of a daughter.
At Hankow, on the 1st November, 1900, the wife of WALTER CARTER, of a son.
On the 2nd inst., at Singapore, the wife of C. C. MUL, of a son.
On the 6th November, 1900, at No. 8, Szechuen Road, Shanghai, the wife of FRED. C. QUIEN, Junr., of a daughter.
At Hankow, on the 6th November, 1900, the wife of ALFRED BROWN, of a daughter.
On the 6th November, 1900, at Yaloong Cotton Mill, Yangtzepoo Road, Shanghai, the wife of J. H. WALSH, of a daughter.
At C 139, Woosung Road, Shanghai, on the 9th November, 1900, the wife of THOS. J. ROCHE, of a son.
At 2, Park Lane, on the 11th November, 1900, the wife of D. GOLDMAN, I. M. Customs, Shanghai, of a son.

MARRIAGES.

In Nagasaki, on Sunday, November 4th, 1900, HENRY B. KARDING and MARY C. HUBBARD, both of San Francisco, California, U.S.A.
At the Union Church, by the Rev. G. J. Williams, ADA HUMPHREYS to ROBERT DICKSON.

DEATHS.

On the 7th October, at 37, Kildare Terrace, Bayswater, after a short illness, of pneumonia, JOHN COLIN CAMERON, Hongkong and Shanghai Bank, Manila, only son of the late John CAMERON, Esq., and Frances Hughes CAMERON, of Singapore.
On the 10th November, 1900, at 4, Amoy Road, Shanghai, MATILDA CONNELL, widow of Aylmer John CONNELL, R.N., aged 74 years.
On the 12th November, 1900, from heart failure, Mrs. LAURA MONTFORT.
At 4.30 this morning, the 15th inst., at the Royal Naval Hospital, Assistant Paymaster JAMES SEXTON BARBER, U.S.N., of U.S.S. *Don Juan de Austria*.
At No. 1, Yuen Fong Road, Shanghai, MARY, the wife of Geo. A. Woods, in her 53rd year.

At the Government Civil Hospital, on the 15th inst., GEORGE CRESSWELL HAYWARD, eldest son of Eliza HAYWARD and the late G. HAYWARD, aged 30 years.

THE

Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVALS OF MAILS.

The English mail of the 12th October arrived, per P. & O. steamer *Sobraon*, on the 11th November (30 days); the German mail of the 15th October arrived, per N. D. L. steamer, *Konig Albert*, on the 13th November (29 days); and the American mail of the 17th October arrived, per T. K. K. steamer *America Maru*, on the 15th November (29 days).

EPITOME OF THE WEEK.

A strong typhoon visited Hongkong on Friday night and Saturday morning, the 9th and 10th instant; a full account will be found on pp. 389 to 391.

Li Hung-chang has been appointed Generalissimo of the Northern Chinese Armies in place of Yung Lu.

It is reported that Prince Tuan and General Tung Fuhsiang have begun a rebellion against the Imperial Government in Kansu province.

Kang Yi's death is confirmed. It is attributed to the hardships encountered on the road to Hsianfu, to which other high officials also succumbed.

The Washington Cabinet has unanimously decided that the policy heretofore pursued by the United States in China shall be continued unchanged.

The Anglo-Japanese Treaty concerning inheritances was presented for discussion at the Extraordinary Privy Council at Tokyo on the 19th ult., was ratified on the same day, and will be promulgated shortly.

The Tsar has conferred on Lieutenant-General Grodekoff, the Governor-General of the Amur territory, a gold sword set in brilliants in recognition of his distinguished conduct of the operations in Manchuria.

Speaking at the Guildhall Banquet on the 9th inst. Lord Salisbury stated that if the objects of the Anglo-German agreement could be achieved he did not know that the issue of the China problem need concern England very anxiously.

M. Pichon, French Minister at Peking, has heartily eulogised the work of the Japanese troops in the events leading up to the capture of Peking. Their bravery and intelligence and their knowledge of Chinese proved of infinite service to the cause of civilisation.

The Chefoo correspondent of the *N.-C. Daily News* writes that the Germans evidently intend to carry things with a high hand in Shantung province. Their troops have occupied Kaomi, a place where riots occurred some time ago in connection with the building of their railway line. They have also, it is said, burned several hostile villages as a warning example to others. It is to be hoped that this drastic handling will not merely cause the name of foreigner to be additionally hated, and occupation by the peaceful missionary or merchant more difficult than it was before.

Russia has proclaimed territory on the river bank opposite Tientsin, for two miles from the railway station, to be Russian territory by right of conquest. At the same time it was announced that, in answer to pressure from London, the Russians had handed the Northern Railway back to the British.

According to a Chungking despatch to Shanghai Prince Tuan (before his flight) gave orders to the Chengtu authorities to prepare to receive the Empress Dowager there. The Viceroy of Szechuan is stated to have objected. An earlier despatch, however, stated that the Viceroy was actually preparing the palace at Chengtu.

Our Shanghai correspondent announced on the 13th inst. that the Emperor Kwang Hsu had prevailed on two of the Palace officials to telegraph to the foreign Ministers at Peking that he had always been anxious to return and arrange terms of peace, but he was still a prisoner. The Empress Dowager, hearing of the telegram, had the two officials beheaded.

The C. N. S. *Tatung*, which arrived at Shanghai from river ports on the 9th inst., reported seeing H.M.S. *Daphne* and the German gunboat *Illis* at Hankow, H.M.S. *Redpole* at Kiukiang, H.M.S. *Rosario* at Wuhu, H.M.S. *Banaventure* at Nanking, H.M.S. *Wallaroo* at Chinkiang. The *Tatung* passed the French gunboat *Lion* ten miles above Kiukiang, and a German cruiser at Kushan Point.

Reuter's telegrams announce that the United States Government has decided to resume a vigorous action in the Philippines; and, on the authority of the *New York Post*, that Great Britain will be requested to suppress the Filipino Junta in Hongkong. General McArthur has reported to the U. S. Government that it will require large military and naval forces and many years to establish order in the Philippines. The natives, he says, have disregarded the proffer of the Taft Commission.

According to a Shanghai native paper, near the beginning of the last moon many members of the Red Lantern Society are supposed to have taken refuge in the city of Chengtu, (whither, it will be remembered, the Empress Dowager is said to contemplate flight), and one evening the inhabitants of that place were startled by the sudden exhibition of red lanterns in all the principal thoroughfares. The officials immediately put out proclamations forbidding the display, whereupon the lanterns vanished as mysteriously as they had appeared, and the officers sent to investigate the matter could obtain no clue. A strict watch has since been maintained.

Dr. Morrison telegraphs to the *Times* that the foreign Ministers have agreed on a conjoint note as a basis for a preliminary treaty with China. The terms include the erection of a monument to the murdered Baron von Ketteler, the sending of an Imperial Prince to Germany to apologise for the outrage, the abolition of the Tsungli Yamen, the punishment of the guilty officials, the razing of the Taku and other forts in Chihli, the prohibition of the import of arms and war material, the suspension of the provincial examinations for five years in all districts where outrages on foreigners occurred, rational intercourse with the Emperor, the presence of permanent Legation guards, also guards on the lines of communication between Peking and the sea; and finally an indemnity to states, corporations, and individuals who have suffered. Dr. Morrison thinks that China will accede to all the demands, except that for the execution of Princes and officials.

THE DEMANDS OF THE ALLIES.

(Daily Press, 16th November.)

There is nothing very startling in the terms demanded by the Allies from China, as set forth in the summary telegraphed by Dr. MORRISON to the *Times*. Taking them point by point, rightly enough prominence is given to the reparation due to Germany for the murder of her representative at Peking, and, provided that it be insisted upon that the mission of apology be fully explained in the *Peking Gazette*, an excellent effect should be produced by the course proposed by the Allies. The monument, to be erected, we suppose, in a conspicuous position in the capital, will serve as a memorial in time to come that the sanctity of envoys cannot be lightly disregarded. The abolition of the Tsungli Yamen is an absolutely essential step. This body has too long been allowed to befool the representatives of the Powers. Over and over again has its futility and insincerity been demonstrated. It has been a standing proof of the readiness of the foreign nations, when dealing with China, to tolerate what they would put up with nowhere else. By its conduct in the events leading up to the Boxer outbreak it filled up the list of its evil deeds and must be swept off the face of the earth with the majority of its present members. As to the punishment of the guilty officials we have already spoken often enough and in common with everyone else who hopes for the pacification of China have always insisted that this is one condition (in spite of all China has to say on the question) of the settlement which cannot be foregone, if the name of foreigner in China is to count for anything at all in future. The destruction of all fortifications in Chihli province, including the celebrated Taku Forts, is not only a salutary lesson, but an essential step. No longer must it be possible for the Europeans in Peking to be cut off from the surrounding world for months at a time, until with heavy loss a force can cut its way through to their rescue. In this connection, too, we may take the stipulations for the presence of permanent Legation guards in Peking and along the lines of communication to the capital from the sea-coast. Without these provisions there would still be the danger of losing touch completely with the Peking Europeans. It may come to pass that one day China can be trusted to respect her guests; until then their lives must be guarded, as indeed they ought to have been before now. However, we have learnt the lesson and we must profit by it, though late in the day. The prohibition of the import of arms into China is a step in the same direction. Thanks to the freedom which this traffic has been allowed to enjoy, we have during the fighting up north often found our enemies as well, if not better armed than our own troops. We cannot prevent the Chinese arming themselves as well as they can, but we can stop our manufacturers selling to them the weapons which may be turned against us. There has been too much license to arms-traders all over the world, and the Powers have come at length to recognise this. The suspension of public examinations for five years in districts which have disgraced themselves by outrages on foreigners is a measure which will cut off many from the attainment of honours for some time, and will therefore impress itself on the popular mind. The introduction of a system of rational intercourse with the Emperor follows on the abolition of the Tsungli Yamen. The question has often been mooted before, but China has managed so far to avoid the concession. As her Empire, however, opens

to the world, the isolation of the Emperor must be relaxed. We must do away with corrupt and useless go-betweens, and have recourse to the actual fountain-head. Last on the list of terms comes the indemnity to "states, corporations, and individuals." This is, of course, inevitable; but we have already expressed the hope that no huge sums will be demanded for two reasons. The first is that it will be difficult to avoid the incidence of the burden on the mass of the people, who are not guilty, or only guilty to a small extent, of the recent outrages; and the second that, in the case of murder, it is an evil principle to set up that the loss of European lives can be compensated for by a good round sum of money. If this point be fully recognised in the negotiations, the terms now set out as the basis of the future treaty will be received with satisfaction; but there are, of course, very many details, as to intercourse, freedom of ports and waterways, etc., etc., which are not dealt with at all.

AMERICAN POLICY IN THE EAST.

(Daily Press, 14th November.)

Two declarations of policy have been made at Washington, since the re-election of Mr. McKINLEY to the post of President of the United States, which are of interest to everyone in the Far East. The Washington Government has declared its intention of maintaining its previous line of conduct in China; and has decided to resume a vigorous policy in the Philippine Islands. As far as China is concerned, it would have been more satisfactory had the word "vigour" also been used in connection with American policy here. The attitude of the United States up to the present has not been reassuring for those who are hoping to see a statesmanlike settlement of the affairs of the Chinese Empire. It has indeed been at least as weak and ineffective as the attitude of our own Government. While the presidential election was still pending we put this down to the exigencies of candidature on the part of Mr. McKINLEY; but if the new pronouncement means that no more decision and firmness are to be shown now than in the summer of this year, the outlook is not pleasant. It is true that German action has infused a little energy into our own conduct, but all along a majority of Englishmen have centred their hopes in the co-operation of the States and of Japan, neither of which countries now seems inclined to make a stand. But possibly the Washington Cabinet means no more by its decision to continue unchanged the policy heretofore pursued in China than that it will still hold by the principle of the "open door," in which case the declaration is diplomatically vague and will require further elucidation.

The other announcement from official sources, that the United States have decided to adopt a vigorous policy in the Philippines, will be welcomed, if only for the reason that the present state of affairs could not possibly continue much longer—General McARTHUR's message alone shows this. It is fair neither to the Americans nor to the Filipinos. The influence of the Bryanite party has been as disastrous to the States and the Islands as the influence of the Little Englanders (or whatever they prefer to be called) has been to Britain and the Boers. In both cases false hopes have been raised quite unjustifiably, by those who professed to have their country's ultimate good at heart, in the breasts of their country's avowed enemies. Though the Americans have not ceased their civilising and pacifying

work in the islands, yet undoubtedly much of their action has been paralysed by the want of absolute certainty as to the policy to be pursued with regard to the Philippines. The uncertainty has now been removed, and the order has gone forth for vigorous action. We shall look for a rapid change in the line of conduct toward the insurgent leaders, for up to now they have been in a very anomalous position. In this question about the Filipino leaders Hongkong is concerned. It will be seen that the *New York Post* states that America has decided to ask Great Britain to suppress the Filipino Junta in this Colony. This question of the Junta has been in obedience over long already, and it is high time it is settled. The consideration of the matter, however, must be reserved for another occasion, as it is too important to dismiss summarily.

CHINESE LABOUR IN MALAYA.

(Daily Press, 13th November.)

There are several points of interest to residents in China in the last annual report of Sir F. A. SWETTENHAM on the Federated Malay States, but the matter in which the two countries are most closely concerned is the Chinese labour question; for while the Malay States are literally at their wits' end to fulfill the demand for labour, South China alone seems capable of supplying the want. The Resident-General does not hesitate to call the labour question the most important question of the moment in the States, and says that the scarcity of Chinese and Indian labour is now so great that not only is it necessary to pay double and sometimes treble the wages current a few years ago, but the scarcity has been so great that the most important works—railways, irrigation, roads, &c.—have been very seriously delayed. And yet he admits that the Chinese have come "in hundreds of thousands"; but this is not enough.

The Government, as Sir FRANK points out, has done everything in its power to relieve the situation. They have arranged for direct steam communication between several Chinese ports and the Malay States, and have promised a subsidy of \$5 a head for every Chinese labourer imported by this means—up to a certain number and for a term of years. There is a somewhat similar arrangement for the introduction of Indian labour, but curiously enough famine-stricken India fails to respond. The Government offers free passages, very high wages, quarters, medical attendance, and perfectly reasonable work in a climate similar to that of their own homes, yet cannot induce the surplus labouring population of India to leave their over-populated land for an easy life and plenty in the Malay Peninsula. For the last quarter of a century, Sir FRANK goes on to say, the Malay States have offered well-paid work, food, and comfortable housing; but "the poor of British India seem to prefer starvation at home."

Whatever be the true cause of this conduct, of the part of the British Indians, the same remarks do not apply to the Chinese. They have flocked to the Malay Peninsula, but so great is the demand for labour that at present the immigrants fail to satisfy it, and government work is thereby seriously hindered. This scarcity of labour is possibly a matter which will right itself in the course of years, when peace is restored to the Empire and the outflow of workmen resumes its course unchecked. The severe restrictive measures which have been thought necessary by some of our own colonies and by the United States of America show how very strong is the outward tendency of the Chinese race. In the last copy

of the *Times* to hand by the English mail there is a leading article which deals with this question, and the writer thereof observes in conclusion that, whether the cases of Chinese emigration be due to excess of population or to the poverty of the soil and small rainfall of the provinces from which come the emigrants to the English, Dutch, and Spanish colonies, the stream is likely to flow. "For many years to come," he says, "steady, industrious labourers, skilful mechanics, and peaceful citizens will be available. The point worthy of consideration is that they be sent where they are really needed; where they will not lower the condition of white men; where, in short, if they do not perform the rough work it will not be done by any one. It will be a new view to many that, in spite of the objections so widely entertained to cheap Chinese and Indian labour, there are still large regions of the world in which it is welcome." Among these regions the Federated Malay States are to be counted, and it will be deplorable if, failing India, China cannot not supply the wants of Malaya out of her vast superfluity of labourers.

THE RELIEF OF THE TYPHOON SUFFERERS.

(Daily Press, 14th November)

In yesterday's issue appeared two letters from correspondents, relating to the disaster wrought by the recent typhoon, and suggesting that a subscription list should be started on behalf of the many unfortunate native sufferers. One correspondent, with commendable spirit, sought to initiate such a list by enclosing a contribution. We pointed out briefly that although such a means of relief might be necessary, a serious difficulty presented itself in the handling of any funds raised and the distribution of the same, and suggested that the matter might be taken in hand by a public Committee of foreigners and representative Chinese. There is little doubt that public sympathy with the unfortunate sufferers requires but little incentive to assume a practical shape, if it be really needed and if it can be devoted to the alleviation of the actual sufferers. To raise a fund for distribution amongst all the Chinese who claimed to be sufferers would be unwise, especially with a foreign committee. It would be impossible to decide which cases were *bona fide* and which were not, and the list of claimants would speedily assume gigantic proportions, thus defeating the real object of the sympathisers. We are, however, pleased to be in a position to state that the actual work of affording practical relief to the sufferers was inaugurated immediately after the typhoon by the several Chinese benevolent associations in our midst, and up to the present those associations are financially competent to dispense all the charity necessary. When the typhoon had passed over H. E. the GOVERNOR thoughtfully put himself into communication with the Tung Wha Benevolent Association, who were busily employed in aiding the sufferers, and recovering the dead. The Chinese informed His Excellency that they were at present quite capable of doing the work unaided, but should they require any financial assistance they would ask His Excellency to start a public subscription list. This information, we are sure, will be most gratifying to our readers, and all will appreciate the prompt measures taken by the affluent Chinese to relieve their unfortunate poorer brethren. It is pleasing to learn that the number of deaths amongst the sampan community is by no means so great as

was feared, and that these people do not really require immediate relief on the large scale anticipated, because they have their own guilds on which to draw in periods of misfortune similar to that which has just overtaken them.

LIMEWASHING IN OUR VILLAGES.

(Daily Press, 10th November.)

Limewashing was once more to the fore at Thursday's meeting of the Sanitary Board, but the point under discussion was the use of this method of disinfection in our villages, not in the City of Victoria itself. The new Bye-law proposed by Dr. CLARK, and assented to by the narrow majority of one vote, was intended to apply the provisions of a previous Bye-law to the villages of Quarry Bay, Shaukiwan, Stanley, Aberdeen, and Aplichau, which by some oversight, the proposer said, had been left out of the list of places covered by that previous Bye-law. The opposition to Dr. CLARK's proposal was very vigorous, the Hon. F. H. MAY failing to see why these villages should be included and other villages of Hongkong and Kowloon omitted; and Messrs. FUNG WA CHUEN and CHAN A FOOK pleading on behalf of the villagers, on whom even the small expense of limewashing twice a year would fall heavily. Dr. BELL, the fourth opponent of the motion, attacked lime-washing in general and expressed the opinion that the Board ought not, because they wanted to have a house clean, to step in and make a man clean it. This latter is rather a startling statement and one which we imagine will receive little support. Surely a householder's duties to the community in which he lives include keeping his home in a clean and sanitary condition. As Mr. OSBORNE said, it is not a great deal to ask of anyone, even of the poorest people. With regard to the end served by limewashing, it has been stated, time after time, that it is not to be regarded as a preventive of plague. In his report on the prevalence of plague in 1897-8 Dr. ATKINSON remarked on the fact that the plague bacillus clung to houses in spite of all "fumigation with sulphurous acid gas, the washing of the floors, woodwork, etc., with Jeye's fluid, and the limewashing of the ceilings and walls." This fact has been exemplified again in the current year, the plague breaking out again in many of its old haunts, in spite of all efforts to disinfect them thoroughly. It may be said that as far as stopping plague, when once it has secured a hold, is concerned, limewashing and similar methods of disinfection have been proved ineffective. Probably they do something to diminish the liability of the inhabitants of the disinfected houses to the disease, but even this cannot be asserted as an indisputable fact, for such statistics as have been secured in past years have not been conclusive. However, apart from all question of plague prevention, a thorough cleansing of the native houses twice a year is obviously not too much to demand. The expense on which Mr. MAY and the two Chinese members of the Board insisted, though it does not appear to be excessively heavy, is an item to be considered, and it must be admitted that Mr. CHAN A FOOK spoke with especial weight on the question. But it is plainly impossible that these homes can be allowed to become disease centres. Poverty cannot be accepted as an excuse for the filth which imperils the lives of neighbours. Mr. OSBORNE indeed queried the extreme poverty of the villagers. No one, however, expressed any doubt of their want of cleanliness. With regard to

the extension of the demand to limewash twice a year to the villages of the five districts named—Quarry Bay, Shaukiwan, Stanley, Aberdeen, and Aplichau—and not to the other villages of Hongkong and Kowloon, is it not rather to be regarded as a matter of time when the order must be extended to these other villages? None of the Board seemed to have any doubt that limewashing was good against malaria at least, even if against no other disease. Malaria is still one of the great scourges out here, and everyone desires to stamp it out, if possible, even at the cost of expense and trouble. We have done much to make the Colony healthy, and cannot now stop with our task half or three-quarters finished, as if we had no money to spend on completing the task.

THE PROBLEM OF NEXT CENTURY.

(Daily Press, 12th November.)

What will be the characteristic of the Twentieth Century? So far as we can at the moment forecast, its distinguishing feature will be a struggle amongst the nations for the supremacy of the Pacific Ocean; yet if we take the analogy of the last we should be led to a very different conclusion. To all appearance at this date just a century ago, the main problem in which the world was likely to be concerned was the future of Europe in face of the military ascendancy of France; yet the flame burnt itself out with comparatively little effect on the world at large, and the only country which permanently suffered was France herself, the instigator of all the trouble. France has, during the century, from being the best organised and strongest military power in the world sunk into the position of being a mere satellite of Russia—the very nation whom after her victory at Austerlitz she assumed she had for ever made subservient to her interest. Far otherwise is the account of the expiring century which will be handed down in history. In fact the nineteenth century, though it was born amidst the struggle of the nations, and though during its existence it witnessed some of the bloodiest wars in history, will in the future leave its deepest traces in the realm of mechanics. When it commenced two or three inventions and discoveries were just beginning to be spoken of. WATTS had invented the steam-engine, and LAVOISIER and DAVY had erected chemistry into a science. GALVANI and VOLTA had been playing with electricity, but neither they nor anyone else had dreamt that therein lay a mighty force which would one day change the mutual relations of the whole world, and practically eliminate time and distance. These, however, and not the struggles of the nations, will be the causes which to the end of time will make the nineteenth century a stepping-stone in the progress of the world. Looking at the political aspect there are of course great and important advances to be noted, but it is noteworthy that the greater part of these were only rendered possible by the advances in the mechanical arts to which we have alluded. The most noteworthy of these is the growth of the British Empire. When the period opened Great Britain was an island off the north-west coast of Europe, with a single half-conquered dependency in India. She had indeed struggled in the past to found a colonial Empire, but mismanagement had alienated her colonies, and she had practically given up all thought of again attempting the task. When it ends we find a British Empire already an established fact—not merely nominal during

the piping times of peace, but able to bear the strain of a serious and exhausting war. The United States, which less than a quarter of a century previously had started on their own account as a nation, at its conclusion stand out as the most powerful and most advanced of civilised peoples, with a population, which although it has drawn on every nation in the world, has resulted in forming the most numerous and most homogeneous people on earth. Germany after her apparent extinction at Jena has not only turned the tables on her then conqueror, but has succeeded in rising to the front in all the arts which have rendered the century illustrious; and stands as a military nation unequalled amongst her fellows. Last, but by no means least, we must come to the enormous Empire of Russia, the latest born of European Powers, but already ambitious of dictating to all the rest, and playing in the future the part which a NAPOLEON vainly essayed in the past. As a Power Russia was at the beginning of the century practically confined to Europe, where, however, her territories covered not far short of a million and a half square miles, with a scattered and rude population probably under forty millions. This population was not in any sense homogeneous, and was divided by distances which then rendered communication impossible; so that when NAPOLEON invaded her she found her best and only defence lay in her distances, and her want of population. She indeed nominally reached across Asia to the Northern Pacific, but not the most sanguine of her statesmen ever dreamt that these inhospitable plains would before the century was over become positive sources of wealth and strength. Now at the end we find Russia a formidable Power in Europe; and not content with this, but laying her plans wide and deep for absolute supremacy throughout the entire Asiatic Continent. All these developments have been rendered possible by the advance of the mechanical arts, and the ruling power now in our states is not the amount of population nor the perfection of their government, but the extent to which they have progressed in the application of the industrial arts, and their ability to apply them to the needs of military science. Although NEWTON published his great generalisation of the laws of universal gravitation some twenty years before the close of the seventeenth century, the theories thereby established did not make progress till well within the following century. In 1843 Sir WILLIAM GROVE in like manner propounded publicly his generalisation of what he called the "correlation of forces." According to this new theory, heat, light and electricity were but different developments of an energy already existing, and which could neither be destroyed nor created. Subsequent investigations bore out this generalisation; and acting on its manifestations Professor JOULE carried out his celebrated experiment, showing the actual amount of energy required to raise the temperature of water one degree. Although the experiment threw a flood of light on the nature of the vibrations which produced the effects known as heat, light, chemical affinity, and electricity, it remained for the latter portion of the century to show that the vibrations of the other were by no means confined to these manifestations. HERTZ, RÖNTGEN, BECQUEREL and others showed that there were many other modes of etherial vibrations than those conceived by the earlier investigators, and that for all that we know the number might be incalculable; and more recently there has been a tendency to connect with these the phenomena of gravity. Though conceived long ago as the natural consequence of GROVE's doctrine of

the "Correlation of Forces," the old theory of gravity as a force of attraction still holds general sway; though men's minds are gradually being turned to the more logical view that gravity, like the others, is but the effect of etherial vibrations, and hence that all of these so-called forces are but the emanations of a common cause, and are capable of mutual transformation. Thus, ages ago, the species of energy to which we give the name of gravity, acting on a number of scattered particles, drove them into a restricted space, where their collisions with one another set up in place of their original vibrations of gravity a modified form of motion called heat. In turn these vibrations reflected to the earth assumed the form of chemical affinity, and this induced particles which had assumed the forms of hydrogen and carbon to unite; and under another form of vital force to produce vast forests. By and bye, these died and got buried, but the force that had produced them was not destroyed nor diminished, but was only hidden for a time. In these last centuries man, himself a creature of these same forces, comes on the scene, and he uncovers the former deposit, and finding that it still has some of its original energy left, tickles it into burning, which by dissolving the union between the carbon and the hydrogen, lets go the energy which as chemical affinity had previously enabled them to combine. This energy is now in the form of heat, and he employs it to separate the particles of a certain amount of water, which he has placed in a boiler. It is precisely the same as if he had used the same amount of energy in raising a weight to a certain height; the steam is under pressure, and in expanding it lets go the energy which had been imparted to it. Finally the man applies this energy, now become force once more to the labour of pumping water, of spinning cotton, or of driving a dynamo, and so once more it is dissipated to go once more the everlasting round, and perhaps in some far off planet to be employed by some other intelligent being for purposes equally suited to his conditions of existence.

This is the great problem which the twentieth century finds waiting for solution, — a correlation of which GROVE had only an inkling; and it is not too much to affirm that in its solution lies the key to the highest mysteries of our existence, as well as it may be to the production, or rather the transmutation for our use of the vibrations of the universal ether. Is there to be a short cut between the etherial vibrations producing the phenomena of universal gravitation and the driving, say, of a dynamo? The question may almost seem irreverent, yet upon its solution may depend the future of the human race.

Although for the convenience of the troops serving in Northern China under the command of Lieutenant General Sir Alfred Gaselee, Field Post Offices have been established, at which postage stamps are obtainable, says the *L. and C. Express*, it may often happen that soldiers at the front are not within reach of these offices, and cannot, therefore, prepay their correspondence. In these circumstances it has been ruled by her Majesty's Government that soldiers actually serving at the front may be allowed, within reasonable limits, to send letters home free of charge, the postage, which under ordinary circumstances is recoverable from the receiver of the letter, being debited against Army funds. All correspondence from the United Kingdom for the troops in China should be sufficiently prepaid; but in cases in which the postage is deficient every assistance will be given, notwithstanding, by the postal authorities to ensure delivery to the addressee. The concession noted above is not applicable to correspondence from (or to) Hongkong.

THE CRISIS: TELEGRAMS.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 9th November, 8.10 p.m.

Russia has declared two miles opposite Tientsin, from the railway station down to the river, Russian territory by right of conquest, Russia, having defended the Settlement and station on the 23rd of June last.

Yielding to strong pressure from London, the Russians have handed the Northern railway back to the British.

The Chinese officials and censors remaining at Peking are strongly urging the Emperor to return.

Fears are expressed that the executions at Paotingfu will persuade the Dowager Empress to proceed to Chengtu.

SHANGHAI, 11th November, 7.55 p.m.

General Tung Fuhsiang, who is now on leave at Ninghsia in Kansu, writes to some friends at Hsianfu that if the Empress Dowager under compulsion of the foreign demands proposes to behead him, his only resource is to raise a rebellion.

A Chengtu despatch states that the Szechuan Viceroy is preparing the palace there. It states also that the Empress Dowager has recently killed fifteen eunuchs who are charged with secretly trying to assist the Emperor to escape alone to Peking.

A Chinanfu despatch states that the Yuan Shikai, in gratitude for the Allies' promise to avoid Shantung, has sent large supplies of cattle and sheep for the use of the foreign troops.

SHANGHAI, 12th November, 10.30 p.m.

The news is confirmed that Prince Tuan has gone to Kansu, but the story that he has become a Buddhist monk is doubtful.

Yu Chi-yuan has arrived in Nanking to collect the tribute. His second in command, Hu, has gone to Hunan to raise a militia on Boxer lines.

Li Hung-chang has been appointed Generalissimo of the Northern Armies in the place of Yung Lu.

Sir Robert Hart has been appointed on behalf of China to arrange the indemnity with the foreign Powers.

SHANGHAI, 13th November, 7.45 p.m.

The Emperor prevailed on two of the Palace officials at Hsianfu to telegraph to the Foreign Ministers at Peking that he, Kwang Hsu, has been always anxious to return to Peking to arrange terms of peace, but he is still a prisoner.

The Dowager Empress discovered this and had the two officials beheaded. The telegram's fate is unknown.

The report is confirmed that Kang Yi and other high officials died from the effect of the hardships undergone on the journey to Hsianfu.

SHANGHAI, 14th November, 7.55 p.m.

Chang Chih-tung is raising troops and has proposed to Liu Kung-yi a combined opposition if the Allies use the Yangtze ports as their basis of operations against Shensi.

A German paper learns that Prince Tuan and General Tung Fuhsiang have begun a rebellion in Kansu. The officials are raising a large war fund in these provinces.

A Chungking despatch states that reliable evidence is to hand that Prince Tuan has ordered the Chengtu authorities to prepare to receive the Dowager Empress there. The Viceroy, however, raises objections.

THE TYPHOON.

FULL DETAILS OF THE DAMAGE.

In the special edition of the *Hongkong Daily Press* on Saturday afternoon last we gave some particulars of the disastrous effects of the typhoon by which the city was visited early in the morning of that day. Further enquiries go to show that the loss of life and the damage to property is even more serious than was at first anticipated. No part of the city has escaped. Much of the debris has in the meantime been cleared away from the streets, but on Saturday evidence of the visitation was seen on every hand.

Wreckage was strewn on the lower thoroughfares, broken branches, trees, and small landslips on the higher roads, and general debris on the Praya. Of matsheds there are many in the colony, large and small, but all had experienced disaster. Strong iron telephone posts in Des Vœux Road were bent by the force of the wind to an angle of 35 degrees, and iron lamp-posts had everywhere assumed the most grotesque shapes. The roofs of the houses along the Praya, especially, had suffered most severely. In the harbour much damage was done, the native craft especially suffering, many boats being sunk, and presumably many lives lost. The water early on Saturday morning contained a large quantity of floating wreckage. Two steam-launches were sunk inside the Causeway Bay breakwater. A great number of native craft of all sizes were wrecked and sunk at Yaumati. The Canton day steamer *Hankow* was unable to leave for Canton on Saturday morning, and there was no steamer for Macao until 5 p.m. Residents who remember the disastrous typhoon of 1874 say that the wind on Saturday was equally as strong, the only difference being that it did not last so long.

The first intimation of rough weather was given at a quarter to twelve on the morning of Thursday, the 8th inst., when the red cone was hoisted, pointing downwards, indicating a typhoon to the south of the colony. At 11.40 a.m. on Friday, the 9th inst., the red cone was taken down and the black one hoisted, pointing downwards, a sign that the typhoon was within 300 miles. At a quarter past six the same evening orders were received from the Observatory that the community should be warned of what was coming by the firing of a gun. The gun, however, refused to go off, and an intimation was sent round to all the Police Stations, with the result that all were on the alert. Another warning signal was hoisted at half past seven, viz, two white lights in a vertical line. This indicated bad weather and that the wind was expected to veer. At ten past seven on Saturday morning the typhoon was signalled to be east of the colony, and a signal hoisted at 8.40 a.m. showed that it was to the north of the colony. Shortly afterwards things began to quieten down, and at half-past four the black cone was taken down. Sunday was a beautifully fine day. The amateur photographer taking snap-shots of the wreckage, etc., was much in evidence.

LOSS OF THE DREDGER "CANTON RIVER."

CARPENTER M'ILROY DROWNED.

As daylight on Saturday approached, those in the neighbourhood of the Dock Extension Works heard cries proceeding from the harbour, and it soon became apparent that something had befallen the powerful dredger *Canton River*, which recently arrived here from Paisley, where she was built by Messrs. Fleming and Ferguson of that city. During one of the fitful gusts of wind the ponderous craft with her massive derrick encumbrances and overhead gear had failed to maintain her equilibrium and had, almost without any warning, listed to port and capsized. As to the precise number of crew, workmen and others who were on board at the time it was impossible on Saturday last to give any accurate figure. It was known that Captain Scott, who was in command of her, was aboard; as also were the chief engineer, Mr. White; the second engineer, Mr. Thomson; the car-

pent, Mr. McIlroy; and the majority of the crew. From the statements of some of them it would appear that all on board were apprehensive of danger as the elements heightened in their fury towards the morning. It must have been very shortly after the dredger had fallen a prey to the elements, and turned turtle, that the look-out man on the *Tamar* observed some of the *Canton River's* crew clinging to the bottom of the vessel, which then resembled a cigar-shaped craft. H.M.S. *Astræa's* look-out also reported the sight of the struggling seamen, and boats from both vessels with volunteer crews put off to the rescue. It was at the greatest risk, that the *Tamar's* whaler, with her crew of five under Queen's Harbour Master Butler, seeming at every moment to meet with a similar fate to those they were about to save, forged their way through the breakers. However, both boats reached the upturned vessel in time, and together saved twelve, while a number of others were lustily swimming for the shore, carried forward with the swiftly flowing current eastwards towards Murray Pier. Second engineer Thomson was one among the first to reach the foreshore, and two others touched ground at Pedder's Wharf. It was well on towards noon before it was known that the carpenter was missing. Up to the time of going to press no further discovery had been made, although the foreshore is being searched for some distance to the eastward and westward. The *Canton River* cost the contractors, Messrs. Punchard, Lowther & Co., £40,000, and as already stated in the *Daily Press*, her apparatus is of the most recent design and constructed upon the latest known scientific principles of dredging either in sea or river water. When it is considered that in 15 or 20 minutes 150 tons could be put into her hoppers, which had a capacity of 750 tons, it may be well taken for granted that she was an important accession to the deep-dredging resources of the Far East. The work of raising her has already been commenced.

Our representative interviewed Captain Scott, master of the ill-fated dredger, on Saturday morning, and gleaned the following few facts. All hands were kept busy from twelve o'clock on Friday night in the effort to save the vessel. Seas washed over her continuously, and the engineers toiled to keep the water down. The cargo, in addition, was let go, but all to no purpose. The vessel listed heavily to port, and finally overturned completely. As she heeled over, the men kept crawling round her, and finally perched on the vessel's bottom, where they clung from three o'clock until half-past six, when a boat from the *Astræa* rescued them from their perilous position. The second engineer was swept away when the dredger capsized, but managed to swim ashore. All the crew were accounted for but the carpenter, about whom nothing was known. Captain Scott had nothing but praise for the Chinamen on board, who behaved splendidly throughout and obeyed every order implicitly.

Another version of the catastrophe to the dredger says:—At about 2.15 on Saturday morning the dredger *Canton River*, of Waterford, capsized. She gave a list to port first, and went over by degrees. This enabled the crew to prepare for what was coming. A Chinese cabin boy sprang into the water, and seizing a log, floated ashore. He at once made his way to the Central Police Station, and Sergeants Garrod and Kent and a P.C. accompanied him back to the harbour with the object of rendering what assistance they could to the distressed vessel. The carpenter, McIlroy, also jumped into the water, but the life-buoy which he had put round him getting away he went down, and his body was washed ashore near Pedder's Wharf on Monday and buried the following day. The crew was composed of six Europeans and seventeen Chinese, and on the dredger capsizing they clung to the keel. They remained in this perilous position for about three hours. At about half-past six a gig from the *Tamar*, in command of Lieut. Butler, went to their assistance. A boat also went off from the *Astræa*, Lieut. Welsh commanding, and together they took off the dredger's crew and landed them alongside Government Wharf. The *Tamar's* whaler also picked up a couple of Chinamen, who were thrown into the water by the capsizing of their boat.

THE FOUNDERING OF H.M.S. "SAND-PIPER."

AN ARMOURER DROWNED.

Among the vessels which have come to grief in the harbour was H.M.S. *Sandpiper*, which was lying out in the man-of-war anchorage on the Kowloon side. She made signals of distress at about eight o'clock in the morning, and the torpedo-boat destroyer *Otter* went to her assistance. She was, however, unable to prevent her from foundering, but by masterly seamanship succeeded in taking off the crew, damaging her bows with the floating wreckage in so doing. Lieut. Wilkin, who commanded the *Otter*, is to be complimented on the manner in which he handled the vessel. All hands were saved with the exception of a man of the name of Bedford, one of the armourer's crew, whose body was subsequently recovered and buried with the usual honours on Monday afternoon.

As our readers are aware, the *Sandpiper* was the first twin-screw shallow draught steamers placed on the West River for the suppression of piracy, being commissioned in Hongkong on the 6th of January, 1899. She was a boat of 85 tons, and her indicated horse power was 240. Lieut. H. C. Carr was in command. She was to have left the harbour on the 19th instant.

COLLAPSE OF BUILDING IN QUEEN'S ROAD AND THE PRAYA.

ELEVEN PERSONS KILLED.

The typhoon was the cause of the collapse of several buildings, the most serious affair of this kind taking place in Queen's Road Central. For some time past a considerable number of workmen have been engaged at Nos. 166, 168, and 170, which are being rebuilt. Nos. 166 and 168 had been razed almost to the ground, but the second and top floors of No. 170 were still standing, being shored up by poles, the brickwork underneath having been taken away. The floors in question were used as sleeping places by the Chinese workmen, of whom there were said to be 14. At about six o'clock on Saturday morning the supports gave way, and the building came down with a loud crash. A Chinese constable who was on duty near by blew his whistle and No. 5 Police Station being close at hand Sergeant Robertson and the other Europeans there were soon on the spot, together with a gang of coolies in charge of Inspectors McNab and Gould. The first man recovered was dead, but the next two were alive, and four others were also living when they were extricated, and all six were sent to the Hospital. The last one found alive had a most miraculous escape. It was about a quarter-past eleven when he was freed. His legs had been seen protruding from the debris for some time, and the police little thought that there was any life left in him. It was found, however, on the removal of the bricks and mortar which surrounded him that his face was pressed against a cross-wall and that he had room to breathe. He was taken out just in time. Altogether 14 bodies were recovered—eight dead and six alive—and this being the number to account for the police stopped work as soon as the 14th man was brought to light.

At seven o'clock a second crash was heard, this proceeding from the Praya. Inspector MacNab went down to see what was the matter, and he found that portions of a godown in course of erection had fallen. A mat-shed in which there was known to be an Indian watchman was buried in the ruins. The man was formerly in the Police Force, his number being 748. His body was recovered without loss of time, but life was found to be extinct. The dead bodies of a Chinaman and a Chinese boy were also come across.

THE PEAK DISTRICT.

In the Peak District a good deal of damage was done, most of the houses suffering more or less from the storm and many windows being blown in or out, while the roofs of nearly every house lost a portion of the tiles. The Peak Hospital is badly damaged. The rain came through in torrents, flooding several rooms and two or three windows were blown out, and the porch carried completely away. Des Vœux and Cameron Villas suffered considerably,

roofs, windows, and verandahs in some cases all being damaged. The Chalet and Dunford on this occasion got off with very little damage beyond the loss of plaster and the inrush of water through some of the windows and the roof. The old timber houses known as Stokes's Bungalows escaped all harm, and Dunottar sustained little damage beyond the destruction of some of the venetians and the smashing of a number of panes of glass. The roof of the Police Station at Mount Gough was partially stripped off. Stewart Terrace would have got off cheaply, had not the wind when at the height of its fury first unroofed and then demolished the whole of the servants' quarters at Nos. 4, 5, and 6. The personal effects of the servants had to be abandoned for the time, as they only just managed to escape in safety. The bungalows on Mount Gough Hill also felt the force of the storm, and had several windows blown in. The house occupied by Mr. Siebs was badly damaged, the roof being torn up on one side and some windows blown in. The new house in course of erection for Mr. H. W. Slade, which was nearly ready for the roof, has been reduced to a gaunt ruin, and the works on the adjoining site belonging to Mr. Turner are much damaged. One of the coolies employed in the erection of these houses was killed by the falling debris, and his body was not recovered until Sunday morning, when it was dug out and taken to the Police Station at Mount Gough. Leigh Tor, which was unroofed preparatory to receiving an upper storey, now resembles nothing but a wreck. Mountain View and the Naval Bungalows lost many tiles, Chamberlain Road being strewn with them for a great portion of its length, but the houses on the sky line escaped with comparatively little injury. The Mount and Stolzenfels, both on lofty and exposed situations, sustained little damage, but Modreenagh, Mr. Osborne's new residence, lying between and below them, caught the gale on both sides, and suffered considerably. The front door was blown in, several windows were sucked out, a verandah was damaged, a small greenhouse was lifted bodily and ripped away from the walls, and the roof was torn in some places. Part of the roof of the Homestead was torn off, but this ancient Noah's Ark escaped with the minimum of damage that might have been expected. Wellburn, situated in a sort of funnel, also got off without any injury, but the Government Villas close by were less fortunate, a window being sucked out on the eastern side by the force of the wind, and other damage done. The Peak Church, although requiring extensive repairs to the roof and floor about to be commenced, was unhurt by the gale. Nearly every vestige of the different matsheds erected for the accommodation of workmen has been swept away. The roads and channels have not sustained any perceptible damage, but the cap of the lamp at Victoria Gap close to the Tramway Station has been displaced. The Tram Station at Victoria Gap appears to have stood well, and the Chair Shelter in course of erection has sustained no damage, but of the matshed over the new storey being added to the Peak Hotel little remains, and some of the windows of the Hotel were blown out and the glass in others broken.

At the Peak itself there was less damage than from its exposure and elevation were to be expected. The Eyrie, the Peak residence of Mr. Belilios, C.M.G., was left intact by the storm, but an orchid house was partially destroyed and a lamp-post in the grounds blown down. The works on the site of Mountain Lodge, the Governor's new residence, in course of erection, were of course exposed to the full fury of the gale, the matsheds blown away, and four of the Chinese workmen killed. The Haystack had a window blown out, and at Bahar Lodge similar damage was done. Meirion also suffered from the gale, windows being forced in and water pouring through the roofs. Mount Austin Barracks got off cheaply with some minor injuries to roof and windows.

Not only did Magazine Gap district this time come in for its full share of the effects of the storm, but even the most sheltered spots along the road connecting it with Stewart Gap seemed to have felt the gale, its destroying path being marked along the whole course by uprooted and broken trees. The roof of the Military Sanatorium was partially stripped, and the officers' quarters were slightly damaged. Smiths' Villas

caught the full strength of the gale and suffered severely, a great portion of the roof of the western house being completely carried away and a good deal of other damage done. The covering of the seat at Magazine Gap was torn off bodily and swept away down the hill side. At Highclere, the residence of Mr. T. F. Hough, the typhoon exercised its fury to the fullest extent, and made the most complete wreck. The house is a good deal exposed, and always suffers in a gale. This time the storm tore off the roof, and the torrential rains flooded the wrecked house, compelling the inmates to seek refuge in the basement. During a lull in the morning Mr. Houston, of the Naval Yard Extension Works, who was staying at Highclere, wishing to see what had happened outside, induced Mr. Hough to walk down to the Gap with him. There they met the gale again blowing from the north-west, and it took Mr. Houston off his legs, dashed him down and cut his face badly. It was with some difficulty they made their way back to their ruined domicile. The roof of Harford was badly damaged, and Combe Royal was deprived of some of its tiles.

The damage done to gardens and plantations is very great. All the young plants and seedlings have been torn out by the wind: the bamboos have been stripped of their leaves and together with prostrate plaintains cumber the paths. The telegraph and telephone wires were nearly all blown down, several iron posts were snapped off like brittle sticks, and it will take some time to restore the telephone line to order.

THE DAMAGE IN THE EAST.

A LARGE SAILING SHIP ASHORE.

There is nothing fresh to report for the Wanchai district, beyond what has already been published. The American sailing vessel *Benjamin Sewall*, which dragged her anchors and ran ashore opposite Arsenal Yard in the height of the storm, got off when the wind changed. She is leaking, however, and has a heavy list to starboard. The river steamer *Kong Toong*, which was lying off for repairs when she stranded, is still ashore just east of No. 2 Police Station. Numerous junks and sampans were also run aground, but only one Chinese woman belonging to a kerosene junk that stranded opposite the Bay View Hotel is reported missing. This is the only fatality, and even then only presumed, that Inspector Ford has had reported to him. The apparent immunity of Wanchai from loss of life may, however, be partly accounted for by the fact that the apathetic Chinese do not as a rule take the trouble to report such matters to the police. The most serious damage to shipping was that sustained by the two new police launches, Nos. 1 and 2. They were lying in the Causeway Bay shelter, but, unable to resist the combined forces of wind and sea, broke from their moorings and dashed into Jardine's Pier, sustaining considerable damage. Both launches have been docked for repairs. On shore the effects of the storm were, comparatively speaking, slight. The verandah of the new Wesleyan Soldiers' and Sailors' Home, in course of construction at the corner of Arsenal Street, was blown down, but fortunately no one was about, and the incident was unattended by loss of life. A second building in course of erection near to Praya East Hotel also came to the ground, doing no damage. Several matsheds and bamboo piers were carried away.

A visit to the military encampment at Causeway Bay elicited the information that the seas completely flooded the camp. The men were drenched to the skin, and the horses, none of which fortunately broke loose, were standing knee deep in the water. Beyond the blowing down of the hospital tent, no material damage resulted, however.

THE SCENE WESTWARDS.

MORE LIVES LOST.

The western part of the town came in for its full share of the gale, some six or seven junks being made wrecks of and several lives being lost. Most of the boat-people got into shelter at Kennedytown, taking their boats ashore betimes. Anticipating a rough time Inspector Baker doubled the Praya pat-

rols. Kennedytown seems to have caught it first. When Sergeant Sim went out there at ten o'clock on Friday night the roadway was covered with water. On going down stairs at No. 7 Police Station, opposite the Sailors' Home, Inspector Baker found the charge room crowded with affrighted Chinese who had come to the station for shelter. About an hour after this a boatman called and reported that while he and his six *fokis* were passing the ruins of the Chap Yik Godown the walls gave way, and three of his men were buried in the ruins. The Inspector and Sergeant Sim at once made their way to the scene of the disaster. With considerable difficulty they obtained some coolies and the three men were extricated, all, however, being dead. Several junks with valuable cargoes were wrecked and the dead bodies of several of those who were on board were found on the beach. One of these junks had a cargo of oil, etc., valued at between \$6,000 or \$8,000. Hundreds of coolies gathered round the wreckage, and the police arrested several whom they found stealing tins of oil, etc. At Kennedytown the Tung Wah Hospital matsheds on the foreshore were broken up, and the matsheds covering the War Department's coal heaps also came to grief, the new Police Station close by being also considerably damaged. Sergeant Ritchie and the constable who is stationed there with him expected the building to come down every moment. A portion of the China Merchant's Wharf has gone entirely and the Canton Wharf is also wrecked. Near the Sailors' Home and on the upper roads trees were uprooted and all the streets were littered debris, bricks, tiles, and signposts flying about in a manner which rendered it dangerous to go along the streets.

Fifteen houses in Third Street, West Point, partly dismantled in course of reconstruction, were blown down. The buildings were owned by Mr. Belilios, whose loss by the catastrophe must be considerable.

THE DAMAGE IN KOWLOON.

A POLICE CONSTABLE DROWNED.

On the other side the sight may well be described as one never to be forgotten. From the wharf at which the ferry-launches arrive all along the western front of the Kowloon peninsula numberless sampans were strewn, mostly in the form of matchwood and blocks of timber. Out east there were a certain number of wrecked sampans on the beach, but they were very few in number compared with those on the west front. From an early hour in the morning hundreds of coolies were engaged knee-deep along the shore looting such of the wrecks as were not broken up too small to reward their labours. No estimate can yet be formed as to the number of deaths, but it must have been very large. No such catastrophe has befallen the unfortunate sampan people for a long time.

On the peninsula itself practically all the houses in the process of building have been wrecked. Walls have been cracked and scaffolding carried away. All that remains to be done in many cases is to pull the remnants down and begin building afresh. Few old houses have sustained more than slight damage, but one near Yaumati Bay has been reduced to ruins. The inhabitants of Kowloon had a particularly uncomfortable night, being even more exposed to the fury of the storm than those on this side. It was not until a late hour in the morning that any one was able to cross over to Hongkong. The Ferry Launch Wharf was damaged and the Police Wharf at Tsim Tsa Tsui has had to be utilised. The Victoria Recreation Club's matsheds were blown away, and considerable damage was done to the Naval Depot, the tiles from the roofs of the buildings flying about in all directions. Anchored close by are a number of junks laden with coal for the navy. It was feared that these would be swamped and their valuable cargo lost. Accordingly some 40 or 50 barrels of kerosene were thrown into the water, upon which the oil had a decidedly calming effect.

P. C. Duncan, of the Naval Yard Police, lost his life in a gallant attempt to rescue two sampan women whose boat was dashed to pieces against the embankment at the Naval Depot. They were struggling in the water when he went to their assistance. Sergeant Laurence

threw him a rope, which he seized. A wave carried Duncan and the women out. The women never returned, but Duncan managed to get back twice and was just on the point of getting on to the embankment when a wave came and forced him back, and he was never seen again. Duncan was an old 91st (Argyle and Sutherland Highlanders) man. He had been away from home since 1886, and was looking forward to returning to his home in Edinburgh in about two years. He was in the Naval Yard Police at Hongkong for several years up to 1896, when he went to Singapore, returning to Hongkong a few months ago.

RESCUE BY PORTUGUESE SAILORS.

A couple of gallant rescues were made by the crew of the Portuguese cruiser *Adamastor* which was lying off Kowloon. At about eight o'clock on Saturday morning, while there was still a very high wind and heavy sea, three Chinamen were observed clinging to the keel of a capsized junk. On the matter being reported to the Commander, Captain Antonio Julio d'Oliveira Andrea, and to the officer on duty, Lieut. Octavio Augusto de Mattos Moreira, orders were immediately given to lower a boat, and in less than a minute a whale-boat was launched manned by 10 willing hands. It gallantly proceeded to the rescue and succeeded in taking on board the three men, although not without difficulty, owing to the heavy sea which was continually sweeping over the wreck. Later on four more Chinamen in a very exhausted condition were seen clinging on to a spar and again the brave sailors went out and succeeded in bringing them safely on board the cruiser, where no efforts were spared to restore them. Conspicuous amongst those on board was the ship's surgeon, Dr. Carlos Alberto Marques Caldiera, who was unremitting in his kindness to the poor survivors. When the weather moderated the men were sent ashore to the Portuguese Consul, Mr. A. G. Romano, who handed them over to the police.

THE ENGLISH MAIL.

Many rumours were in circulation on Saturday morning concerning the P. & O. s.s. *Sobraon*, which was bringing the English mail and was due on Friday. Telegraphic communication with Gap Rock had broken down and the incoming mail, therefore, could not be signalled. Late in the afternoon, however, she entered the harbour and went alongside her wharf at Kowloon. It appears that she saw very little of the typhoon, getting out of its course when near the Paracels. The *Sobraon* is the first steamer to go direct from London to China with the mails without calling at Bombay. The China Service from London has hitherto been via Bombay, but the *Sobraon*, avoiding the Indian port, has performed the journey in shorter time. The *Sobraon* is a new steamer, and this is her maiden trip to the East. She brought out a large cargo. She will return to London by the same route.

LIVES SAVED BY AN AMERICAN SHIP.

During the typhoon on Saturday morning the American ship *State of Maine* was anchored near to Stonecutters Island. At about half-past four a junk came past. There were eight Chinese on board, and as it was evident that the junk could not keep afloat much longer, the crew were terribly afraid. Three of them more bold than the others determined to make a desperate attempt to save their lives. They accordingly caught hold of the channels of the American ship and with considerable difficulty and at much risk to themselves Captain Calcord and some of his men got them aboard. Had the other five bestirred themselves they could have been saved in a similar manner, but they were afraid to make the attempt, as the junk was going along at a great speed. She was out of sight of the ship very quickly, going at the rate of eight or nine miles an hour, and no doubt soon foundered, as she was half filled with water and her masts were hanging over the side. Captain Calcord has experienced many stiff breezes in his time, but he informed a *Daily Press* representative that this was the strongest he had ever been in. He had never been so near the centre of a typhoon before. He would not have been so near on this occasion if he had had plenty of water to escape into.

THE STRANDED "BENJAMIN SEWALL."

It seems that when the American ship *Benjamin Sewall* (Captain Sewall in command) broke her chain during the typhoon she collided with the Chinese gun-boat *Fu-Po*, of which Captain Lew Buah is in command. The ship carried away the cruiser's top mast, side lights, cutter, and gangway fender, and did other damage to her. She subsequently sprang a leak and was stranded in the mud below the Royal Naval Hospital. The captain of the cruiser is endeavouring to secure repayment for some of the damage. Should he not succeed he will have to make it good himself, as in the Chinese Navy the captain is responsible for any damage done to his vessel, whether it could have been avoided or not.

The *Benjamin Sewall* has now been re-floated and is now undergoing repairs in the Dock at Kowloon. The water was pumped out of her by a floating fire-engine belonging to the Water Police.

FEARED LOSS OF A FISHING FLEET.

Reports of the damage caused in the outlying islands by the typhoon continue to be sent in to the Police Authorities. It is feared that about 19 junks with about 90 persons on board have been lost in the neighbourhood of Lintin Island. They belonged to the district of Tai Ho, and as they have not yet been heard of it is not at all unlikely that they have all come to grief, as when the wind veered round they would feel the full force of it. Some junks containing 20 or 30 men foundered off Tai Ho and the crews were drowned. The small harbour at Tai Ho was crowded with junks during the typhoon, but the bluff kept off the wind and all escaped.

Though the damage done to the junks and boats at Yaumati was considerable the number of lives lost does not appear to have been so great as has been reported. In the majority of cases the reports as to loss of junks, etc., sent in to the police say "no lives lost."

OFFICIAL TELEGRAMS.

By the courtesy of His Excellency the Governor we are enabled to publish the following telegrams between him and the Secretary of State relating to the typhoon of last week:—

GOVERNOR, HONGKONG, TO SECRETARY OF STATE, DATED 10TH NOVEMBER, 1900.

Severe typhoon passed over Hongkong last night. Ten steam launches and over one hundred and ten junks have foundered or been driven ashore. H.M.S. *Sandpiper* foundered. Crew saved by H.M.S. *Otter*. New dredger for naval dockyard also foundered. Crew saved by boats from *Tamar* and *Astræa*. Several houses blown down. I fear that the loss of life is considerable. Fifteen bodies have already been sent to the mortuary and seven injured to hospital. Am arranging to afford necessary relief.

SECRETARY OF STATE TO GOVERNOR, HONGKONG, DATED 13TH NOVEMBER, 1900.

I have received with great regret your telegram of the 10th November, reporting damage done by typhoon. Please convey to sufferers expression of my sincerest sympathy.

The sunken French transport *Caravane* which collided with a Japanese transport steamer, the *Yamaguchi-Maru*, in the Inland Sea on the night of the 24th ult., has been discovered one knot north-east of Ogijima, where the sea is 22 fathoms deep. The body of Lieut. Capitaine, who was second in command of the transport, has been found on the coast of Shodoshima, and that of a sailor has been picked up on Ogijima. A Kencho officer with an escort had the remains of the deceased conveyed to Kobe where they were buried with all appropriate rites. It is now known that but three of the ill-fated vessel's crew have met their death, having been struck down and killed by the falling of the *Caravane's* mast shortly after the impact. The rest, 83, in all, including Capt. Diacre, have been landed at Kobe. A Court of Enquiry into the disaster is being held by the Japanese Marine Authorities.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The U.S. monitor *Monterey* returned from Canton on the 9th inst.

The British transport *Mohawk* arrived from Taku on the 10th inst. and left the harbour again on the 12th inst.

On the 11th inst. the French gunboat *Comete* left for Kwangchauwan.

The *Zibenghla* arrived on the 12th inst. from Shanghai.

The German cruiser *Gefion* arrived on the 12th inst. from Canton.

The French transport *Bordeaux* arrived on the 11th inst. from Singapore.

H.M.S. *Undaunted* left on the 12th for practice.

H.M.S. *Undaunted*, conveying H.M.S. *Fame* and the captured destroyer *Taku*, arrived on the 12th inst. from Shanghai.

The British transport *Pentakota* departed on the 12th inst. for Calcutta.

The surveying ship *Waterwitch* went on a cruise on the 12th inst.

The Chilean training ship *General Baquedano* left the harbour on the 12th inst.

The British gunboat *Protector* arrived on Tuesday morning from Weihaiwei, which port she left on the 8th instant.

The British transport *Claverdale* arrived from Sydney, bringing horses, fodder, and hay for the forces in China.

The storeship *Humber* arrived on Tuesday from Woosung.

The French transport *Bordeaux* left on Tuesday for Taku.

H.M.S. *Undaunted* returned from practice on Wednesday.

THE VICEROYALTY OF THE TWO KWANG.

A Hsian despatch states that owing to being overtaken with illness accompanied by blood-spitting, H.E. Tao Mu, Viceroy designate of the Two Kwang provinces, asked recently for permission to resign the public service, which was denied by the Empress Dowager. Tao Mu therefore, says the *N.C. Daily News*, went on from Launchow to Hsian, where he met the Refugee Court on its arrival on the 26th ult. A few days afterwards Tao Mu was again ill with blood-spitting, in spite of which he could not get permission to resign. H.E. will therefore have to make his journey slowly to the South by easy stages. From the above it is therefore evident that Tao Mu will have to become Viceroy of the Two Kwang after all, and that K'uei Chun and Wang Chih-chun will have to remain Viceroy of Szechuan and Governor of Anhwei, respectively, for yet awhile.

THE TRUTH ABOUT SHANHAIKWAN.

The *N.-C. Daily News* gives the following as the true account of what happened at Shanhaikwan, about which so many different stories have been spread.

On the 29th of September last there was a conference of Foreign Admirals at Taku, which resulted in the summoning of Lieut. and Comdr. Green, commanding H. M. S. *Pigmy*, by Admiral Seymour. From the Admiral he received orders to proceed to Shanhaikwan, and there to occupy the forts. Accordingly the *Pigmy* left Taku about eleven o'clock that night, carrying as passengers Sir Walter Hillier and Colonel Powell. 1st Ghoorkas, who is on the staff of Field Marshal Count von Waldersee. Sir Walter Hillier's political responsibility and knowledge of Chinese pointed him out as indispensable, while Col. Powell went as representing the military. Shanhaikwan was reached about noon on the following day—30th of September—and the principal actors, on one side, of the little comedy to come, went on shore. They were Sir Walter Hillier, Col. Powell, and Comdr. Green. Accompanied by an orderly they went ashore and interviewed the Chinese General in command of the forts. Him they found suave, courteous, amenable in the highest degree to reason. The conversation that ensued was not—nor is it likely to be—reported. They pointed out, however, that they desired to have and to hold these forts, and that he would be avoiding much un-

pleasantness if he permitted this peaceably. He agreed affably, to the extent of saying that they could enter at once. They pointed out that if they entered it would be necessary for him to withdraw with all his men. He was found willing to withdraw.

Those remaining on the *Pigmy* during this interview had at first seen few or no signs of animation in the forts. Then the forts' guns were uncovered, and there was some doubt as to whether they would be fired on or not. The situation was explained when Comdr. Green returned from the friendly talk on shore, and ordered Lieut. H. D. Briggs and eighteen men to land and occupy the place. No time was lost in this. The Chinese in the meanwhile had gathered up goods, chattels, *lares* and *penates*, and, led by the obliging General, had left empty forts to the bluejackets.

The incident did not finish here. Word had come before of a force of Russian troops advancing on the forts overland, and later in the day they put in an appearance. First they essayed the Railway Station, but they found the officer in charge polite but obdurate. The place had been occupied by Her Britannic Majesty's sailors, it was pointed out, and there was no admittance. They applied and appealed to Sir Walter Hillier and to Col. Powell, but with the same result. Finally the Russians had to content themselves with a camp on the shore, while the eighteen tars and their officer held the forts. The *Pigmy* then got up steam again, and returned to Taku, there to report what had happened. They were ordered back, strengthened by fifty bluejackets from another vessel. Another war-vessel was before them at Shanhaiwan this time, however, for they reached the forts to find the Russian *Ruric* landing men by searchlight. The Russian sailors, it seemed, also desired admission to the forts. They applied at once, but again came a polite refusal.

Things remained in this wise for some hours, when the *Centurion*, bearing Admiral Seymour, arrived on the scene. It was decreed thereupon that the Railway Station and the sea fort should fly the international flags, and this was done, international guards relieving the men of the *Pigmy*. As for the other forts, they were apportioned among the other nations at the rate of one fort to two or three nations. So ended an interesting affair, smartly carried out, and hovering just near enough to the brink of hostility to be worth chronicling for its own sake.

CHINA HONOURS.

Admiral Seymour has been appointed G.C.B. Captains Bayley (H.M.S. *Aurora*), Burke (Orlando), Callaghan (*Endymion*), and Jellicoe (*Centurion*), C.B.; Vice-Admiral Bruce, K.C.M.G. Lieutenants Lowther-Crofton (*Centurion*); Charrington (*Alacrity*), Mackenzie (*Whiting*), and Phillimore (*Barfleur*), and Engineer Cockey (*Centurion*) have received the D.S.O.; and Midshipman Guy (*Barfleur*) has received the V.C. The following list of promotions is published:—

Commanders Fraser, Granville, and Beatty to Captain;

Lieutenants Kemp, Luard, Hulbert, Colomb, and Keyes to Commander;

Sub-Lieuts. Ballard, Walcott, Bristhwaite, Cochrane, and Kennedy to Lieutenant;

Staff-Surgeon Thomas to Fleet Surgeon;

Surgeons Browne and Hall to Staff Surgeon;

Staff Paymaster Alton to Fleet Paymaster;

Asst. Paymasters Rotter and Hargraves to Paymaster;

Majors Johnston, R.M.L.I., and Luke R.M.L.I., to Brevet Lieut.-Col.

Capt. Wray, R.M.L.I., to Brevet Major.

Lieut. Armstrong, R.M.L.I., to Captain, R.M.L.I.

Commander Boothly, Midshipmen Herbert, Jones, Mayne, Gipps, Guy, Shore, and Osborne and Asst. Engineer Cossey, noted for early promotion.

The National Convention of the Raw-silk Manufacturers of Japan will be held for three days from the 16th ult., to discuss important questions concerning the raw-silk manufacturing industry. It is reported that they propose to ask the Japanese Government to relieve them from the present difficulty by allowing them subsidies.

THE CHINA ASSOCIATION AND THE GOVERNMENT.

The following letter was addressed by the China Association to the Foreign Secretary on 12th September:—

"It is felt that the magnitude of the interests at stake, and the far-reaching consequences of any action that may be taken at the present crisis, constitute a sufficient justification for placing before your lordship a statement of the views entertained by this Association upon certain essential features of the situation.

"It can hardly be necessary to reiterate that the Association viewed with extreme distrust the preliminary assurances of the Empress-Dowager that her usurpation must not be interpreted as antagonistic to reform, but as implying a change of method more consistent with Chinese views. That distrust was quickly justified. The reactionary character of her Government has since been gradually accentuated. The displacement of officials and their supersession by others of a more and more reactionary type has been continuous. Warnings that an anti-foreign outbreak was in course of preparation have been frequent; and it is not possible, now that these anticipations have been verified, to reject the evidence of complicity which such coincidences afford.

"It is unnecessary, however, to labour a point upon which the association feels satisfied that your lordship must be convinced. The immediate object is to emphasize the corollary that no settlement can be regarded as admissible which does not exclude those primarily responsible for the outbreak from power.

"We are able, fortunately, to discriminate between the attitude of the Empress-Dowager and her advisers, and that of the chief provincial magnates and the mass of the nation.

"Personal responsibility rests notoriously upon Prince Tuan, Kang Yi, and the Empress's trusted henchman, General Tung Fuh-siang. Yu Hsien, who was openly accused of fomenting the "Boxer" movement while Governor of Shantung, is charged now with having been privy to the murder of numerous missionaries and converts in Shansi, while Hsu Tung is known by common repute to have been actively concerned both in the persecution of progressive officials and in the recent anti-foreign campaign.

"It is felt that the exclusion from power of a faction so deeply compromised should be regarded as essential preliminary to negotiation, whereas the unconditional withdrawal of the Allied forces from Peking would constitute a practical invitation to them to return. It may be expedient, for reasons of state, to guarantee the personal immunity of the Empress—how convincing soever the evidence of her complicity may appear. But no valid reason suggests itself for extending that immunity to her responsible advisers.

"The ills that have flowed from the *coup d'état* of 1898 cannot, unfortunately, now be undone. The Progressive officials who have been executed cannot be recalled; the recent massacres cannot be obliterated; but the culminating outrage of attack on Legations and their inmates teaches a lesson that may not be ignored. Every consideration of dignity and prestige demands that that outrage should be punished and its authors treated as criminals incapable of recognition.

"It follows, equally, that the only hope of security for the future lies in a change of régime.

"The restoration of the Emperor would automatically terminate the ascendancy of the Reactionaries and would ensure the punishment as rebels of those who are responsible for holding him in durance, and who are chiefly responsible for recent events.

"The continued ascendancy of the Reactionaries would involve the probable extension to other provinces of the turbulence, which has prevailed in the region north of the Yellow River, but which has been averted in the south by the sagacity of provincial officials, who had a clearer perception of the actuality of the force at work. It would involve, too, almost inevitably the vindictive punishment of these great officials for their refusal to join in a movement which the Court party desired to make universal; whereas the honour and the interests of Western nations are concerned in shielding them against

any harm with which they may be threatened in consequence of the attitude they have been encouraged to assume.

"The restoration of the Empress, in a word, means continued reaction, persecution, and unrest. It is impossible.

"The restoration of the Emperor means resumption of the Progressive policy which was interrupted by the *coup d'état* of 1898, and in which the best hope of maintaining the integrity and promoting the welfare of China is to be found.

"There is no purpose of wearying your lordship by recapitulation of arguments that have been adduced in previous communications; but a single allusion may be pardoned, in view of the supreme importance that financial considerations are likely to assume.

"Finance is probably the greatest among the many difficulties that beset a backward nation brought suddenly in contact with modern civilisation. It is the most urgent, certainly, of the problems that confront China, and is only to be solved by fiscal reform. Her rulers have tried, with characteristic incompetence, to meet modern exigencies with mediæval resources. Discontent has been caused already by constraining crude devices that answered well enough under different conditions. But the limit of capacity, in that direction, appears to have been reached; and fiscal reform is a necessity if additional requirements are to be met without subjecting the people to additional taxation which they might hardly endure.

"The recognised sources of revenue in China are similar to those in India. The area of the two countries is similar; the national resources of China are certainly not less; and the difference between the revenues at the disposal of the two Governments constitutes a measure of the incompetency of the Chinese fiscal administration.

"The Emperor and the advisers he had gathered around him perceived the necessity of reforms if China is to survive as an integral State. His attempts to abolish sinecures and introduce the principle of a budget rank, indeed, among the proximate causes of the conspiracy which has had such disastrous consequences, not only for foreigners but for Chinese themselves. Such reforms are opposed to the selfish interests of the courtiers, permanent officials, Manchu pensioners, and sinecurists who gave their support to the lately dominant clique; and they are in the last degree unlikely to be inaugurated under what may, for convenience of designation, be called an "Empress" régime.

"It is a common saying that the inhabitants of one province in China care little about what is taking place in another; but that is because Chinese wars are generally looked at in the light of rebellions which affect only the districts concerned. The present circumstances are exceptional. It may be affirmed without hesitation that the attention of all China is directed at present towards Peking; and that the outcome is awaited with hope as well as anxiety by different classes in all provinces alike.

"The Reform party hope, without doubt, that the capture of Peking and the flight of the Empress imply the suppression of the reactionary clique. The mass of the people are waiting to draw an inference as to the reality or ephemeral character of her defeat. If the Allies withdraw from Peking before enforcing terms and re-establishing a form of Government whose very existence would signify her downfall, it will be construed as a retreat; and a great opportunity of inaugurating changes that are essential to the welfare and integrity of the Chinese Empire will be lost."

H.M.S. *Endymion* arrived at Nagasaki on the 3rd inst. from Taku, having on board Sir Claude and Lady MacDonald, and sailed again for Kobe at five o'clock in the afternoon. From Kobe, the ship proceeded to Yokohama, but Sir Claude and Lady MacDonald were to land at the first port and continue their journey to Tokyo by rail. They landed in Nagasaki, visited some of the sights of the city, and lunched with Mr. and Mrs. Longford; but owing to the instructions which have been issued to British officials forbidding them to take part in public functions for the space of four weeks, on account of the death of H.R.H. Prince Christian Victor of Schleswig-Holstein, no formal reception could be held.

ANNUAL LICENSING SESSIONS.

On Thursday afternoon, the 15th inst., the annual session of Her Majesty's Justices of the Peace was held at the Magistracy for the purpose of considering applications for publicans and adjunct licenses for the year 1900-1901.

The chair was occupied by Mr. F. A. Hazeland, and there were also present the Hon. F. H. May, C.M.G., Messrs. D. R. Crawford, R. Cooke, (Dr.) F. Clarke, H. P. Tooker, Halifax, H. P. Nicolle, E. W. Mitchell, and C. A. D. Melbourne (Clerk to the Justices).

The following was the list of applications:

— Joachim Gomes, the International Hotel, Nos. 318 and 320, Queen's Road Central; Iaydor Silberman, the Globe Hotel, No. 184, Queen's Road Central; Isaac Samuel Greenshtein, the Central Hotel, Nos. 242 and 244, Queen's Road Central; Moritz Freimann, the Land We Live In Hotel, Nos. 332 and 334, Queen's Road Central; Mrs. Annetta Papier, the Colonial Hotel, No. 1, Jubilee Street; Heinrich Varrélmann, the Western Hotel, Nos. 90 and 92, Queen's Road West; Mrs. Esther Oliver, the Travellers' Hotel, Nos. 12 and 13, Queen Victoria Street; Henry James Faunch, the Praya East Hotel, Nos. 28 and 29, Praya East; James Wm. Osborne, the Kowloon Hotel, Elgin Road, Kowloon; Hans Jertrum, the German Tavern, Nos. 266 and 268, Queen's Road Central; Rustomjee Cowasjee Bamjee, the Stag Hotel, Nos. 148 and 150, Queen's Road Central; Ismail Pillay Madar, the New Victoria Hotel, No. 9, Queen's Road Central; James Thomas Course, the Eastern Hotel, Nos. 192 and 194, Queen's Road East; Cowasjee Hormajee Sanga, the Hunghom Hotel, No. 30, Bulkeley Street, Hunghom; Hamilton Ed. Hammon, the Bay View Hotel, Nos. 20 Shaukiwan Road; Barnard Jorus, the Eastern Hotel, Nos. 173 and 175, Queen's Road East; Harry Haynos, the Hongkong Hotel, Nos. 21, 23, 25, and 31, Queen's Road Central, and No. 1 and 3, Pedder's Street; Alexander Moir, the Peak Hotel, Rural Building Lot No. 77, the Peak; Frederick Melhusish, the Criterion Hotel, Nos. 21 and 23, Pottinger Street; Richard J. Young, the Metropole Hotel, No. 2, Shaukiwan Road; William Krater, the Rose, Shamrock & Thistle Hotel, Nos. 304 and 306, Queen's Road Central; Antonio Fonseca (Adjunct License), the Connaught House, No. 23, Queen's Road Central; Anthony Milroy, the Sailors' Home, No. 187A, Praya West; Mrs. Matilda Moore, (Adjunct license) Pelham House, No. 29, Wyndham Street; Mrs. Elizabeth F. Stainton (Adjunct license), the Waverley Hotel, No. 8, Ice House Street; Victor J. Avilis, Thomas' Grill Room, No. 2, Queen's Road Central.

THE EASTERN HOTEL.

With regard to the application of J. T. Course for the premises known as the Eastern Hotel at Nos. 192 and 194, Queen's Road East, Mr. O. D. Thomson (Messrs Deacon and Hastings) said that the licensee of this hotel was formerly Mr. Jorus. The latter obtained a license last year, but his conduct was unsatisfactory, and it was decided that a new man should apply. Mr. Course was formerly on the Army medical staff. He was discharged with a good character, and had been employed at the Government Civil Hospital, and obtained a good testimonial from Dr. Atkinson. He was afterwards employed a short time by Watkins, chemists.

Mr. May—I should be glad to see Dr. Atkinson's testimonial.

The testimonial was produced and the Chairman observed that it stated that the applicant was an excellent man for putting down an epidemic. The Chairman added that a man might be a good man for putting down an epidemic and yet not be a good man to conduct a public house.

The Justices considered the application in private, and decided that it was not advisable that the place should be kept open. They, therefore, refused the application.

With regard to the application by Bernard Jorus for premises at Nos. 173 and 175, Queen's Road East, to be called the Eastern Hotel, Mr. Wilkinson (Messrs. Wilkinson and Grist), appeared. He said Mr. Jorus obtained a license last year to carry on business at certain premises in Queen's road East—Nos. 192 and

194. Those premises did not belong to him but were the property of a Chinaman. With this Chinaman his client had lately been on somewhat bad terms. Whether that was on account of the Chinaman wishing to obtain possession of the license granted to his client or not, he could not say, but he understood that an application had been made with respect to the premises at 192 and 194 to have the license transferred. He submitted that his client had endeavoured to conduct the place properly. There was nothing against the man himself, and provided the justices saw no objection to the premises they were asked to license he did not see why the Justices should object to the application.

The application was refused.

THE HUNGHOM HOTEL.

Mr. Reece appeared for the licensee of the Hunghom Hotel. He said his client had held the license for five months. He believed it was proposed that this hotel should be removed in about two months to the American Match Factory. He did not know whether there was any objection to granting the license, but he understood that Mr. Cooke of the Dock Company had something to say with regard to it. There happened to be a Chinese shop with a grocer's license next door to the hotel, and his instructions were that sailors got drink there and took it away.

The Chairman said that this house had given rise to a lot of drunkenness, and the occupier was in April last convicted of supplying a drunken man with liquor.

Mr. Cooke said he should be very pleased indeed if this house could be shut up, as it caused a great deal of trouble at the Dock. In many cases the Europeans belonging to the different war-ships had been severely punished as the result of their getting drink there. In one case a man lost his life through falling into the dock when drunk. He could not say whether the man got his drink at the Hunghom Hotel, but it was the general opinion that he did. The scenes outside the hotel were really disgraceful. Of course the police could not watch it always. The European foremen at the Dock said it was sometimes impossible for their wives to pass the house.

The Chairman spoke strongly against the house, and the application was refused.

THOMAS'S GRILL ROOMS.

As to the application of Victor J. Avilis for the license of Thomas's Grill Rooms, Mr. Melbourne said he had been given to understand that the application would be withdrawn on the ground that Mr. Avilis had no authority to make the application.

The application was adjourned to the 22nd inst., to see whether Mr. Avilis purposed withdrawing his application or not.

All the other licenses were renewed.

ADMISSION OF SOLICITORS.

At the Supreme Court on Tuesday morning Mr. John Scott Harston, brother of Dr. Harston, of this Colony, and Mr. F. C. Barlow were approved, admitted, and enrolled as attorneys and proctors of the Court.

The Attorney-General (the Hon. W. Meigh Goodman, Q. C.) said he had to move under Section 5 of Ordinance 3 of 1871 that Mr. John Scott Harston be approved, admitted and enrolled as a proctor of that honourable Court. The requirements of Section 10 of the Ordinance had, he understood, been complied with. The certificate of admission had been deposited with the Registrar and the usual affidavits had been filed. In the affidavit filed by him, Mr. Harston said he was formerly of Leeds. He was admitted to be a Solicitor of the Supreme Court of Judicature in England on the 19th of February, 1900. He arrived in this Colony on the 7th day of November. There was an affidavit by Dr. Harston, who said that the applicant was his brother, that he was a solicitor of the Supreme Court of Judicature in England, and was a fit and proper person to be admitted as an Attorney and Proctor of that Court. There was also a letter from a partner in the firm of Messrs. Ford and Warren, of Leeds, solicitors, who said that Mr. Harston had been for the past five years, and was at that time (September, 1900) managing clerk in their firm. From his personal experience and knowledge of him

during that period he unhesitatingly said that he was in every respect a fit and proper person to be admitted to practise as a solicitor in Hongkong or elsewhere.

The Chief Justice—Very well, Mr. Attorney-General, let Mr. John Scott Harston be approved, admitted, and enrolled as an attorney and proctor of this honourable Court.

The Attorney-General made a similar application on behalf of Mr. Francis Collins Barlow. In an affidavit filed by him Mr. Barlow said he was articled on the 26th day of July, 1894, with Hume Chancellor Pinsent, a member of the firm of Pinsent and Co., of Birmingham, and remained with that firm until the year 1898, when he went to Messrs. Field, Roscoe, & Co. of London, agents for the firm of Pinsent and Co., and remained with them till the end of the year 1899. He passed the final examination at the office of the Incorporated Law Society, in Chancery Lane, London, in January, 1900, and was admitted a solicitor of the Supreme Court of Judicature in England in the month of October, 1900. In July, 1900, he interviewed Walter Currey, of the firm of Ullthorne, Currey, and Gennings, of No. 3, Grays Inn Place, London, with a view to obtaining an appointment as assistant solicitor to Messrs. Deacon and Hastings, of Hongkong, which he understood to be open, and he was subsequently appointed. On the 5th October he sailed from London for Hongkong, and arrived here on the 10th November. An affidavit by Mr. Deacon was also submitted.

The Chief Justice—Very well, Mr. Francis Collins Barlow is to be approved, admitted, and enrolled as an attorney and proctor of this honourable Court.

Addressing the applicants, the Chief Justice said—Mr. Harston and Mr. Barlow, I have pleasure in admitting you both as solicitors of this Court, and I wish you an honourable and successful career.

SERIOUS OUTBREAK OF FIRE.

Between three and four o'clock on Tuesday morning smoke was seen issuing from the ground floor of premises situated at 122, Jervois Street. An alarm was raised, and on an entry being effected it was discovered that a silk piece goods shop situated there was in flames. The fire brigade, which meantime had been summoned, speedily arrived on the scene, and exerted themselves to subdue the conflagration, now assuming serious proportions. Their labour, however, was in vain, and the first, second and third floors were soon involved. The only course that now remained was to prevent the outbreak from spreading, and in this the brigade happily was successful. The premises in which the fire originated were completely gutted, the damage, which is fully covered by insurance, being estimated at \$19,000. One of the insurance companies concerned is the Man On, on which policies to the amount of \$14,000 are held. The origin of the fire is unknown. No one was injured.

The N.C. Daily News says of the just concluded race meeting at Shanghai: "The old ponies . . . have been reinforced with cracks from Tientsin and Hongkong, among the excitements of the meeting being the contests with varying fortune between *Set* from the North and *Desert King* from the South. The twenty-six races, as will be seen in the analysis, were divided among seventeen owners, Mr. Detring taking three firsts with *Set*, Mr. Duplex two with *The Dealer*, Mr. J. M. D. two with *Shell-me-not* and *Touch-me-not*, Mr. Henry Morris two with *Blueberry* and *Nutberry*, Mr. Ganwal two with *Referee*, Mr. Teeg two with *Fraser*, Mr. Robson two with *Loyalty* and *Messrs. Middy* and *Falk* two with *Igel*. The other winning stables took only one race each, Mr. G. H. Potts with *Desert King*, Mr. Ring with *Amphion*, Mr. John Peel with *Baluchi*, Mr. Waverley with *Tornado*, Mr. Lewis with *Bulbul*, Mr. Mollaw with *Balder*, Mr. Maxston with *The Pirate*, Mr. Hart Buck with *Esperance* and Mr. Elphinstone with *Merrylegs*. Only two stables produced two winning ponies, and every other stable only one, a condition of things that was aspired to but regarded as an impossible dream some years ago.

SAINT JOHN AMBULANCE ASSOCIATION.

RE-ORGANISATION OF THE LOCAL BRANCH.

On Wednesday, the 14th inst., at noon a public meeting was held in the City Hall for the purpose of re-organising the local branch of the Saint John Ambulance Association and appointing a committee. H.E. the Governor (Sir Henry Blake, G.C.M.G.) presided, and he was supported by H.E. Major-General Gascoigne, C.M.G., Viscount Suirdale, the Hon. J. J. Keswick, and the Rev. R. F. Cobbold, local hon. sec. There were also present, among others, Dr. Clark, Major M. J. Whitty, R.A.M.C., Major S. F. Clark, R.A.M.C., Rev. W. Banister, and Mr. Hamilton Sharp. A letter had been received from Sir John Carlington expressing regret that through illness he was unable to attend.

The Rev. R. F. COBBOLD, after reading the notice convening the meeting, said he took upon himself to ask His Excellency the Governor to occupy the chair that day because he was eminently the right person to do so, not only in respect of his position in the colony but because he held the very honourable position of Knight of Justice of the Order of the Hospital of Saint John of Jerusalem in England. He had been asked to explain to the meeting briefly the position in which the local branch of the association now found itself. Very nearly seven years ago Dr. Cantley, who was well known to all Hongkong residents as an enthusiastic supporter and worker in connection with the Saint John Ambulance Association, asked him to undertake the duties of honorary secretary in Hongkong. He asked him what the duties consisted of, and got the reply "Oh there is nothing whatever to do." Consequently he said he would do the work, and he must admit he had done it very indifferently, because instead of having a properly organised local association they found themselves with only two members of the old committee—Mr. Keswick and himself. However, they had kept a record of the classes held and of the lecturers and examiners, who, he was happy to say, had in every case given their services freely from their love of the work, and they had kept an account of their receipts and expenditure. The receipts were very small. They consisted of small fees or no fees at all paid by those who had attended the classes. The expenditure had been a contribution to the Central Office at home, which it was always customary for the branches of the association to make, and the purchase of some apparatus for the lectures, such as bandages, splints, etc. During the last six years eleven courses of instruction had been given—five to members of the Police, four to members of the Hongkong Volunteers, one to a civil class, and one to a class of women and girls organised by Miss Eyre, in charge of the Baxter Mission School. As the result of these eleven classes 148 prizes were awarded. It appeared that it had not always been known that in order to qualify for a medallion the examination in first aid must be passed three years in succession. It was an unfortunate circumstance that this had not been generally known. Consequently one or two gentlemen had passed examinations two years in succession and then owing to their ignorance of the regulations or possibly to their absence from the colony they had not presented themselves the third year. It was now desired to re-organise the branch here. There would be, as Dr. Cantley said, nothing at all for the committee to do, but they wanted enthusiasm and a general interest spread in this very excellent work. He was once inviting gentlemen to attend a class for lectures when one gentleman whom he approached replied, "Oh, no; I won't come; I don't see that it will do me any good." Of course the natural answer to that was that it was not because of the good it would do him that he asked him to join the class but because of the good it would enable him to do to other people. He then called upon His Excellency to present the certificates and medallions.

The recipients of medallions were Messrs. L. Brett, H. R. Hance, and A. P. Nobbs, the recipients of certificates being Messrs. J. H. Mody, Geo. Tuohy, and A. L. Sutton.

His EXCELLENCY then said—I am sorry there is not a larger attendance here to day, for I hope that a large number of the general community will take an interest in this excellent association—the Saint John Ambulance Association. The object of the association is to train as large a number of the community as possible so that they will be able to render first aid until such time as a medical man can be summoned. This has been found of great importance and of enormous service both at home and abroad. I may say that the association has sent out a large number—about 500—to the war in South Africa, where they have been of very great assistance. I can quite understand people in Hongkong not realising the necessity for such knowledge as that which the association seeks to impart. We know that at most of the Police Stations here there is an ambulance. The idea is that if we can get a branch sufficiently large and collect a certain amount in fees we would in the first place establish one or two ambulance stations in the town which might be of use in the event of accident. There is another thing which I think the society might take up, and that is the dissemination of a knowledge of how to treat the apparently drowned. I remember one day last year I was out in my launch when another launch came alongside with a gentleman on board who had been bathing and who had sunk and was very near being drowned. Happily he recovered, and it struck me at the time that every launch in Hongkong ought to have a copy of the leaflet disseminated by the Saint John Ambulance Association showing exactly what ought to be done in the event of people being taken out of the water after having been immersed for some time. Now it is necessary if we are to do anything that a committee should be appointed, and after the committee has been appointed we should meet at some future time and try to induce the public to take a little more interest in this matter and to show them the advantage of attending a course of lectures which I have no doubt the medical gentlemen in the colony will be glad to deliver, as I have always found that in cases of this kind the medical fraternity are always ready to come forward and render assistance freely. Mr. Cobbold tells me it is customary for those who attend the lectures to make a donation, but there is no fee. An invitation is given to everybody to attend, and if they attend three courses of lectures and acquire sufficient knowledge from what they have heard for three years running then they will be entitled to receive a medallion such as has been granted to the three gentlemen to-day who have attended the stipulated course of lectures.

The Hon. J. J. KESWICK proposed the following as committee:—H. E. the Governor, president and chairman; H. E. Major-General Gascoigne, C.M.G., and Sir John Carlington, C.M.G., vice-presidents; Sir Thomas Jackson, Deputy Instructor General T. Bolster, M.D.R.M., Lieut.-Col. Hughes, P.M.O., Dr. J. M. Atkinson, P.C.M.O., Dr. Steadman, the Hon. J. J. Keswick, and the Rev. R. F. Cobbold.

H. E. the MAJOR-GENERAL, in seconding, said—I can only say that if I have the honour of being elected I shall be very glad indeed to render all possible service I can to the association. I do not at this moment know much about the subject, because it is more or less new to me, but if elected I should like to get hold of a book on the subject and study it. It seems to me that this is a matter which may be of great public utility, and that it is a thing which should be encouraged in every way. I can answer for the medical officers in my command that they will be willing to do all they can in the way of giving instruction.

The motion was carried.

On the motion of the Hon J. J. KESWICK, seconded by the Rev. R. F. COBBOLD, a vote of thanks was accorded the Governor for presiding.

His EXCELLENCY—Thank you very much. I hope our next meeting will be a larger one, and that before we come to the conclusion to call a second meeting we shall have been able to stir a certain amount of public interest in this matter and get a large number of outsiders to attend, because I am quite sure the society is well

worthy of public support. The advantage of it will be found year by year as we go on.

The proceedings then terminated.

THE CATHEDRAL ORGAN RECITAL.

On Wednesday evening Mr. A. G. Ward gave a delightful organ recital in St. John's Cathedral after the evensong service. The programme consisted of seven numbers, two being vocal solos by Mr. Alec Marsh, and the remainder organ pieces. The first was a Fantasia and Fugue in G Minor (J. S. Bach), a difficult piece, which was played with much skill by Mr. Ward. It was followed by an Allegretto in B Minor (Guilmant), a pleasing variation from the preceding piece, and then Mr. Marsh sang the Aria "O God, have mercy," from Mendelssohn's "St. Paul." He was in excellent voice, and gave a splendid rendering of this beautiful petition, with organ accompaniment. The following numbers, "Sonata da Camera" (Peace), being *Allegro—Andante Cantabile—Allegro Maestoso*; "Benedictus" (Mackenzie), with Schubert's tuneful "Senerade," allowed full scope for the organist's skill and technique, and he gave a very sympathetic and masterly execution of the productions of the respective composers. The ability of Mr. Ward as an organist is generally recognised, and those present consequently anticipated and appreciated his performance. The instrument was also in good condition, and readily answered the expression of the player, in the forte parts filling the cathedral with a volume of sound, and in the pianissimo passages charming its hearers with sweetness of tone. The "Serenade" was especially pleasing. Mr. Alec Marsh then sang Parker's "Jerusalem," and he, with the many excellent solos he has given us since he has been in our midst, has sung few better. As in his first solo, his expression and interpretation of the language and music of the composer was that of a master. He sang exceedingly well and his rich baritone voice was heard to much advantage, especially in the second solo. The programme was brought to a conclusion by a "Festal March" (J. B. Calkin), a very pretty piece arranged for the organ by Mr. A. G. Ward. There was a good attendance and a collection was taken on behalf of the Choir Fund, which realised only \$84.03, a small amount considering the attendance, the entertainment, and the laudable object of the collection.

HOME LIFE OF CHINESE WOMEN.

CONFERENCE AT SHANGHAI.

According to our Shanghai morning contemporary, advantage is being taken of the enforced gathering of ladies from all parts of China into the safe refuge of Shanghai to convene a Women's Conference for consideration of the Home Life of the Women of China. It is proposed to hold meetings on the 19th, 21st and 23rd, from 10—12 a.m., when addresses will be delivered and discussion invited upon:—1—The treatment of children, daughters-in-law, and slave girls; 2—Footbinding and early betrothals; 3—Marriage, funeral and social customs. The final meeting will be open to men as well. An invitation was sent by the Committee to Lady Blake at Hongkong to preside over the Conference, as she is known to be most deeply interested in all manners and customs of Chinese women, and Lady Blake has left for Shanghai by the *Konig Albert*. The Conference is convened by a Committee consisting of Mrs. Merrill, Mrs. Gilbert Reid, Mrs. Timothy Richard, Mrs. Hare, Mrs. Little, Miss Mackenzie, Miss Murray, Miss Richardson, Miss Mitchell, Mrs. Symons, and Mrs. Archdeacon Thomson.

Shanghai papers report an impressive commemorative ceremony on Monday, the 5th inst., at St. Joseph's Church, French Concession, in honour of all Roman Catholics, foreign and native, who were victims of the Boxers. A large force of French infantry, artillery, and marines was present, and Germany was also represented by troops. The service lasted a little over one hour.

THE ATTACK ON THE JAPANESE EMPRESS.

The Tokyo correspondent of the *Nagasaki Press* gives some further details of the attack on the Japanese Empress on the 24th ult. The native press has made a lot of the matter, but the facts are said to be these, according to our contemporary's correspondent. A decently dressed young man, aged 23, a sort of overzealous patriot and self-constituted loyal subject of the Emperor and Empress, threw his clogs, one after another, at the Imperial carriage as it passed near the N.Y.K. headquarters, and the Mitsu Bishi Bank at Yoyesu-cho, Tokyo. Her Majesty, accompanied by her maids of honour, was proceeding at the time to the Shiba Detached Palace. The assailant, who apparently was overpowered with a sense of loyalty which seems to have unhinged his mind, wanted to interview their Majesties. Failing in this object, he decided to attract Her Majesty's attention by an open demonstration in the way reported. He did not attempt to run away, and the crowd soon closed on him. The policemen had simply to take him in charge. The Imperial carriage escaped the missiles, but one carriage containing some ladies was struck on the splash-board, which was a little grazed. Beyond this nothing worse happened, but the indignation of the Japanese people may well be imagined. The Japanese press refers to the incident in regrettable terms. The man is mad, and the law cannot do anything but let him go, with probably a warning to his relatives to keep him under control.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 9th November.

THE REBEL REMNANTS.

The Waichow rebels, who were reported to have been defeated by the Imperialist troops, and who have been in hiding in the Sam To Chuk and Nim Shan neighbourhoods, have now resumed a life of piracy. Commander Choi Man Lee, of the gunboat *han To*, has been ordered to proceed to Nim Shan and to cruise about after them.

A KOLAO HUI MAN ARRESTED IN CANTON.

Upon Viceroy Chang Chih-tung of Hunan and Hupeh sending a telegram to Acting Viceroy Tak Sow, and informing him that three chiefs of the Kolao Hui society named Chü, Ng, and Ting, had gone to Canton and were in hiding there, a military officer, by name Li, took with him some soldiers and arrested the first-named rebel at the Southern gate. Upon his trial before the provincial judge he confessed that he was a native of Hunan and one of the heads of the secret society. After examination he impressed his finger-mark upon the notes of evidence, and the 7th inst. was fixed for his execution.

DYNAMITE SMUGGLING.

It was said that a certain Chinese took on board the Macao steamer *Kiang Tung* a quantity of dynamite. The Portuguese authorities at Macao having heard of this smuggling, sent a telegram to the Chinese authorities here, and informed them of the facts. The man was arrested with dynamite in his possession. He said that he was entrusted with its care, and that it was to be sent to the district of Ching-yuin for the fishermen there to kill fish with. The case is adjourned for further enquiry.

Coolies engaged in digging the foundations of a proposed four-storeyed annex to the American Naval Hospital on the Bluff at Yokohama made a rather interesting discovery on Sunday, says the *Japan Herald*. They had descended some little distance when the earth suddenly fell in and revealed an underground chamber which, on further examination, was found to be about seven feet in height, and of sufficient area for five Japanese mats to be spread comfortably. The walls were hard, smooth, and blackened with smoke, but no utensils or relics of any kind were brought to light. These underground chambers are frequently discovered in Japan, and are supposed to be of great antiquity.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 12th November.

MACAO ESCAPES THE TYPHOON.

On Saturday morning the usual typhoon signals were fired from the Monte Fort to warn the public of an approaching storm, and every preparation was made to meet the apprehended disturbance in the elements. Towards noon the wind increased in force, but fortunately the blow was slight, and no damage was done. It was what is usually termed "a stiff nor' wester," and small craft, as well as cargo-steamers and passenger boats, rode steadily at their anchors and moorings. The tide was unusually high at the time the signals were given, but it gradually subsided and later in the day had become normal.

PROHIBITION OF SHOOTING PARTIES WITHDRAWN.

The order prohibiting shooting parties to leave Macao has been rescinded, but every "sport" must possess a license to carry arms which he can obtain from the Secretariat for two dollars, and which will hold good for a period of six months. On every occasion a party desires to go on a shooting expedition, each member of it must get a permit from the Secretariat, to be returned to the Secretary's Office at the end of the trip. Last night (Saturday) a grand party went out, and it is believed they will return this morning.

THE IMPROVEMENT OF THE TOWN.

The Government has agreed to compensate the proprietors of the St. Lazaro quarter which will shortly be demolished preparatory to the erection of a new block of buildings. \$30,000 is about the figure paid for the quarters, an amount which is considered satisfactory all round. This is another indication of Senhor Horta e Costa's excellent administration during the time he has presided over the affairs of the Colony.

WEIHAIWEI.

[FROM OUR CORRESPONDENT.]

H.M.S. "TERRIBLE" MAKES A WORLD'S SHOOTING RECORD.

Weihaiwei, 31st October.

The China Squadron will appreciate the distinction of having amongst its number a ship that has just made a "World's Record" at shooting; for this is what the *Terrible* has just accomplished at her prize-firing that took place here this week. The percentage is unprecedented with 6 inch quick-firers, and it must be a gratifying result to Captain Scott to see such a splendid record, as a reward for his persistent attention to the instruction of his gunnery men. This is the second occasion that the same Captain has beaten all previous records with sensational leads in shooting; for the score still requires beating that was obtained at prize-firing with four years in his last command up the Mediterranean. The percentage of actual hits made with the 6 inch in the *Terrible* are 7.68; the next best record is that of the *Majestic*, which ship, according to a Service Journal, has "covered herself with glory" with only 50 per cent. of hits. Were it not for the fact that two lieutenants from the *Orlando* were on board as "official umpires," and also that photographs of each individual gun's performance were taken immediately afterwards, a pardonable suspicion of accuracy in the figures might be deduced, owing to the gulf betwixt the *Terrible's* record and the next best in the Navy. This ship has two 9.2's and twelve 6 inch guns; the shooting from the former was also a brilliant record, having made 60 per cent. of hits, the smaller guns not having yet fired owing to bad weather setting in. The following is the history of how the result was obtained:—

Guns fired.	Rounds each run.	Hits.
4	10	35
3	9	24
2	8	9
3	7	12

Totals 12 guns (6 in.) 104 rounds 80 hits.

Average per gun; 8.6 rounds, 6.6 hits each two minute run.

Average per gun per minute; 4.3 rounds, 3.3 hits.

Four captains of guns made "possibles"; two with 10, and two with 9 rounds.

The target was repeatedly knocked away, the firing taking two days to complete as a consequence; and as it only takes 36 minutes of time for all the runs, many hours were spent repairing targets each day.

The "misses" would have been "hits" had a ship been substituted for the target, and a gun-boat would have been sufficient to have bagged every shell fired.

It is therefore not surprising that men who could make such phenomenal shooting as this should have earned such a reputation from Ladysmith to Tientsin.

We should say that every ship in Her Majesty's Service ought to be able to make an equal record as the foregoing, if more instruction was given the "man behind the gun," instead of the "man behind the holystone and burnisher." *Satis verborum.*

Weihaiwei, 1st November.

A ROUGH TIME.

The *Terrible* came into harbour yesterday at noon from prize-firing outside. The ship had only just finished the second day's firing when, all of a sudden, the wind freshened and the sea began to rise quickly. They had two steam boats and a launch out attending for repairing targets, recording shots, etc. The boats were got alongside to be hoisted in, but the sea rose so rapidly that all attempts at hoisting them had to be abandoned, as it had become positively dangerous for both boats and crews. The launch was eventually hoisted at the bows, and the two steamboats moored astern; the ship having anchored. Towards dusk the wind and sea increased with great force, and every few minutes huge waves would break over the two steamboats; their crews pluckily baling them out to keep them afloat. Shortly before midnight the launch was washed away from the bows, and drifted quickly astern, but was caught by a grapple being thrown into her, which luckily secured itself, a man from the picket boat jumping into her at great personal risk and securing a hawser to her bows. The sea was still increasing, and rain falling at intervals, the weather becoming intensely cold; the crews in the steamboats were already suffering from exposure, but to relieve them had become an impossibility, as the boats were compelled to ride at the extreme length of safety.

PICKET BOAT LOST.

The searchlights were kept playing on them, which was a certain amount of relief to the crews, as darkness added to their other misfortunes would have made them appear worse than they really were. Thus the night was passed; the ship's crew working in sea-reliefs ready for any emergency, though fortunately not required to meet any during the night. Next morning, however, the pipe "Away lifeboat's crew!" brought all hands tumbling on deck to find that the picket boat had sunk, and all her crew struggling in the sea.

A LESSON IN SEAMANSHIP.

The Commander had provided against this contingency happening by having drifted a life belt for every occupant of each boat, so that there was no danger of anyone sinking before being rescued. Six out of the seven drifted towards the launch, which was astern of the sunken boat and were pulled in, but the other man went floating away on a water breaker, gallily waving his hand to intimate he was all right. The lifeboat was quickly after him, and got him on board safely, but the sea was so rough and wind so strong, that the cutter could not fetch the ship, so was ordered to run for the eastern entrance of the harbour, and reached there safely. The lowering and getting away of the lifeboat from the ship was a smart evolution; and the pluck and endurance of the coxswain of the picket boat is worthy of mention, as it was entirely owing to his personal exertion—the rest of his crew being numbed with exposure—in constantly baling out his boat all night long, that she did not sink long before, owing to her stem piece getting shaky and letting in much water. The cutter's crew were handsomely entertained on board the *Goliath* to hot food and coffee on their arrival in harbour, and lent

dry clothing. As the ship afterwards commenced to drag towards a lee shore the Captain decided to weigh and go into harbour, which of course was an easy matter for the ship herself; the other steamboat followed the cutter and the launch was towed; this latter boat was as safe as possible the whole time. All the men who had been in the boats all night had met with an unusual experience, yet they were so well attended to after coming on board again that in the evening they appeared none the worse for the practical seamanship lesson of the night previous.

Except for the loss of the picket boat—which it is hoped may be recovered—the episode had a happy ending.

Wei-hai-wei, 6th November.

RECOVERY OF THE STEAM-BOAT.

The *Terrible* has recovered her sunken steam-boat. The *St. Enoch* (dredger) took out a party of men and the ship's divers under Commander Ogilvy on the 2nd inst., and were not long in locating the spot where the boat had sunk. Two attempts were made by the divers to go down, but they failed to reach the boat owing to the strong tide; they were successful at slack water. A wire hawser was shackled to the boat's hoisting slings, and was drawn to the surface by the *St. Enoch's* machinery and brought alongside the ship. The appearance of the boat now would not indicate that it had spent three days and nights at the bottom of the gulf of Pechili.

WINTER PLANS.

The Rear-Admiral is expected here on the 11th inst. and will winter north, but the movements of the other ships are uncertain.

KIAYING.

[FROM OUR CORRESPONDENT.]

Kiaying, 5th November.

BAD NEWS FROM KIANGSI.

I have just heard that some traders on their way into Kiangsi were turned back at the border—three days' journey away—by reports that bands of robbers had been seen. This causes some alarm here, as the Kiangsi trade is very important and if interrupted would affect this city seriously. The mountainous region where the boundaries of the three provinces come together has always contained lawless men and a fortified camp of soldiers—Hunanese—has been maintained for over a hundred years on the Kiangsi side, but close to the Fuhkien border. It is about two weeks now since the latest instances of looting of native Christian families in Changloh *hien*. Near Chouping *hien* the large Roman Catholic colony have made every preparation to defend themselves if attacked.

THE STATE OF KIAYING DISTRICT.

In this city and the county immediately subordinate to it there have been no disturbances, and I do not think there are likely to be any, but in the outlying counties, particularly Chanloh and Hingning, the conditions are different.

THE RICE SUPPLY.

The dry weather has caused the partial failure of the rice crop and it is feared that scarcity of rice may lead to disturbances. Hwang Kung-tu has come forward with a scheme for buying rice wholesale, chartering steamers to bring it from Wuhu or Saigon, and so keeping down its price. In his prospectus he makes some interesting statements. He estimates the population of the city and the county in which it is situated at 180,000 souls. Formerly a dollar would buy two pecks of rice, now only a little more than one. Fully half of the rice consumed must be purchased outside the boundaries of this district. Chanchau prefecture cannot supply the deficiency, or the farmers there find the culture of sugar-cane more profitable than that of rice. Changloh and Hingning *hiens* cannot spare much. The latter, being the centre of cotton manufacturing, uses much rice, the daily consumption of rice in the preparation of starch alone being forty *shih*. He suggests not only importation via Swatow, but also from the rice-producing sections of Southern Kiangsi. The roads giving access to that region should be improved so that pack animals and carts could be used.

SANDAKAN NOTES.

[FROM OUR OWN CORRESPONDENT.]

Sandakan, 2nd November.

GOVERNOR CLIFFORD'S RESIGNATION.

There is nothing fresh to report as yet in regard to Governor Clifford's resignation; meantime the Petition praying for his retention is being signed by all the principal men in the country, and will be sent home as promptly as possible.

SHIPPING NEWS.

The number of arrivals at this port in October were 29, whilst the sailings were one less, the tonnage being 12,332 and 8,574 respectively.

CHARTER DAY.

Yesterday, Charter Day, was observed here by a noon salute, and in the decoration of the Government House flagstaff, and of the ships in the Harbour—the *Mausang*, *Sandakan* and *Singora*. The Ball is to be held to-night, the 2nd, and sports, etc., on the 5th inst.

TIENTSIN.

The *Peking and Tientsin Times* of the 3rd inst. has the following items of information:—

Sir Claude and Lady MacDonald left Tientsin at noon on the 31st ult. They were met at the station by many Tientsin friends, and the senior military officers, to wish them *bon voyage*, besides a guard of honour. The Hongkong Regimental Band was also there. They embarked on H. M. S. *Endymion* for Japan.

The 14th U. S. infantry from Peking left on 31st October last *en route* for Manila.

General Lorne Campbell with the British column is expected here from Paotingfu about Monday (5th instant).

Part of the 1st Bengal Lancers entrained on the 2nd inst. *en route* for Hongkong where the whole regiment will winter. We very much regret the departure of the Lancers, who have done splendid work up here. The precise object of their withdrawal to Hongkong is not clear, but it is presumably thought they will be of valuable service in dealing with the difficulties arising in the Hongkong hinterland.

The Tongshan coal mines resumed work under the old management on the 25th October, though the Russian flag is still flying over the works.

In bidding farewell to the Hongkong Singapore Artillery, Sir A. Gaselee thanked them for their services on this campaign. It is the first time the Corps has been actively employed, and it will be a satisfaction to the Government to know that they have so efficient and useful a body of Native Artillery in the Far East.

The idea to which we referred last week about prospects improving for the Chinese after the port closes seems to be quite universal, as the same argument was found in the letter to the Empress Dowager discovered in the possession of Chi Sin, the ex-member of the Tsungli Yamen, captured by the Japanese in Peking.

Everyone is asking what has become of the large Japanese force that came to North China. Twenty thousand men can hardly melt into space: yet this is precisely what has happened if we are to believe the Japanese themselves, as according to the following return compiled by them, they have not a man in Peking; they were not represented in the Paotingfu column either. We know however where a few of them are in the Native City, where they are billeting out in twos and threes to a house. The troops remaining in this city after the departure of the Paotingfu expedition are:—

British		2,500 infantry; 440 cavalry; 4 guns.
Russian		1 company under a Captain.
German		2 battalions of marines, 90 engineers and 2 field-guns.
French		2 battalions of infantry and 11 guns with gunners.
American	{	1,116 men of the 9th Regiment of infantry.
		1,036 do. 14th do.
		445 cavalry of the 6th Battalion.
		6 guns.
Italian		500 infantry; 250 marines; 2 machine guns.
Austrian	...	906 marines.

The column that went to Paotingfu, though they had no fighting at the city itself, had a sharp brush with the Boxers to the north-west of that city on the 21st ult., a strong reconnoitring force being sent out in that direction, which heliographed the intelligence that the

Boxers were there in some strength. Reinforcements then went out, and the Bengal Lancers as on previous occasions did excellent work, some 300 of the Boxers being killed. On the 23rd ult., a force of Italians reconnoitring to the north of Paoting also encountered a large body of Boxers, and had a near shave of being surrounded. We reinforced them in time to prevent this and the Boxers there were fairly wiped out.

On the approach of our column, the Paotingfu officials went out to meet General Gaselee with presents and bribes, but they do not appear to have influenced his subsequent action.

Paotingfu undoubtedly made no resistance to the foreign force in accordance with Li Hung-chang's instructions, which were also responsible for the absence of fighting at Shanhai-kwan. But we wonder whether Li also was responsible for the effort made to "Square the Powers with a few hundred thousand taels!"

Paotingfu is now being occupied in four divisions by the British, French, Germans and Italians, and there is probability that each Power will maintain a garrison there for the winter. A small force has also been sent on to Chengtingfu.

A big fight occurred in the passes between Shansi and Chihli on the 27th ult., outside of I-chow-fu, N.W., of Paotingfu between an Anglo-German force and Imperial troops. We have not heard any particulars further than there were no British casualties.

The Brigadier-General and Customs Taotai at Chunking have each 40 small gunboats under their command, which were formerly intended for the escort of officials, etc. We hear however that now they are being overhauled and drilled every day with the greatest activity.

The route through the Imperial Palace Gate from the Chen-Men Gate to the Forbidden City, Peking, is reserved for officers and orderlies proceeding to Count von Waldersee's quarters in the Palace of the Empress.

It is proposed to form an International Club in Peking somewhere in the vicinity of the Legations, with the object of promoting friendly intercourse between the officers of the various forces represented in the Capital.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE TYPHOON SUFFERERS.

TO THE EDITOR OF THE "DAILY PRESS"
Naval Yard, 11th November.

SIR,—In view of the large amount of damage and losses sustained by a large number of very poor people during the typhoon, does not this seem an occasion for a little practical sympathy by means of a public subscription?

I feel certain that if His Excellency the Governor were approached on the subject—if indeed this were necessary—he would take this matter in hand. Personally I should be glad to contribute my mite to the fund.—I am, etc.,
G.H.E.

TO THE EDITOR OF THE "DAILY PRESS."
SIR,—Among the sufferers by the recent typhoon, there can be no doubt, the worst are the sampan population. The majority of these poor folk have no other habitation but their sampans, which are also their only means of earning their livelihood. The loss of every sampan, therefore, spells destitution to a whole family.

Do you not think, Mr. Editor, that this is a case for a public subscription, in order to put these poor people on their legs again? There need be no apprehension that the money thus raised will not go in the right direction. It could be handed over to the Capt. Superintendent of Police, to use at his own discretion. I am sure Capt. May will assist all he can in such a deserving cause.

I enclose \$10 as my subscription.—Yours, etc.,
J.

[We shall be pleased to acknowledge any subscriptions, though the question of distribution is a somewhat difficult problem. A Public Committee, on which representative Chinese should serve, to deal with the raising and disbursement of funds, would, we think, be the best plan.—Ed. D. P.]

ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Ngok Lau	\$50
Yeung Lau Ke	20
Kwong Wai Company	15
Sincere Co.	10
Chow Dart Tong	10
Man Cheung Yuen	10
Yu Yuk Chi	10
Po On Marine Insc. & Godown Co.	10
Compradore to Hashell & Co.	5
Wing Cheong Tai	5
Tai Chan	5
Tung In Tai	5
Luen Wo Coy	5
Shing Kee Coy	5
Kung Yuen	5
Compradore to S. J. David & Co.	5
Compradore to Meyerink & Co.	5
Wing Mow Sang	5
Kwang Sang Co.	5
Sun Yee Hong	5
Tong Long Hin	5
Un Lai Chuen	5
Chan Chau Nam	5
Sums under \$5	67

\$277

THE HONGKONG COTTON SPINNING, WEAVING, AND DYEING COMPANY, LIMITED.

On Saturday, at noon, 10th inst., an extraordinary meeting of shareholders in the above company was held at the offices of the General Managers (Messrs. Jardine, Matheson, and Co.) for the purpose of considering the financial position of the company. The chair was occupied by the Hon. J. J. Keswick, and there were also present the Hon. C. P. Chater, C.M.G., Messrs. R. M. Gray, A. Haupt (Committee), T. F. Hough, G. Stewart, B. Byramjee, T. S. Forest, R. M. Mehta, Ho Fook, Ho U Shang, Chan Chan Nam, Hon. Kwai Hin, V. H. Deacon (Legal Adviser), Jas. McKie (Secretary) and A. Shaw (Manager).

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen, As mentioned in the notice calling this meeting, which has been read, the invitation of 27th September to shareholders to take up Preference Shares has met with practically no response, and we are again met here to-day to confront and consider the financial position of the company. It may be advisable for me to repeat what I said at the informal meeting held on 25th September to the effect that after allowing for the estimated proceeds of yarns and cotton in stock and Cotton in process, etc., the amount advanced to the company by Messrs. Jardine, Matheson and Co. approximated \$1,000,000 and I then added that Messrs. Jardine, Matheson and Co. had decided not to exceed that amount, although they were willing not to press for repayment at present, if some arrangement could be made to provide working capital. At the same meeting I further intimated that, subject to the regular quarterly payment of interest on the amount they have advanced, and provided that Shareholders were prepared to furnish a capital of not less than \$300,000, Messrs. Jardine, Matheson and Co. would undertake that repayment of their advance should not be demanded before the end of September, 1901. Well, Gentlemen, the financial position is practically the same to-day, we are no nearer relief than when we last met, our invitation for applications for Preference Shares was not responded to, a scheme for re-construction drawn up by your consulting committee has been returned by the company's solicitors as illegal and impracticable unless absolutely unanimously supported, and all agreed to take up the new shares in the suggested new company, and no suggestions of any kind have been forthcoming from Shareholders. I trust, Gentlemen, that you are alive to the fact that if you do not come forward and protect your own interests in some such manner as we have submitted to you,

it will be absolutely necessary to call an extraordinary meeting of shareholders, at which we shall reluctantly have to propose a resolution that the company be liquidated voluntarily. It will be a most unpleasant step to take, but one that we shall be compelled to adopt with great reluctance, if in the meantime shareholders are unable to come forward with some proposal that will save the situation by finding the working capital we have mentioned. It has been the wish of the general agents by any possible means to safeguard the shareholders and their own investment in the company's shares, but you as business men will perceive that they cannot go on indefinitely providing money, and I am compelled now formally to intimate that unless money is forthcoming they will have no option, but to call as I have already said an extraordinary meeting to submit a resolution for the liquidation of the company. I shall be glad to receive any suggestion from shareholders, also to answer any questions, bearing on the business of the meeting, to the best of my ability.

No questions being asked the CHAIRMAN said:—I would have been very glad to have received any suggestions from any of the shareholders, but as there are none, I am afraid there is nothing to do but to call an extraordinary meeting as I intimated before was necessary. It is a step I take with the very greatest reluctance. That being the case I will call an extraordinary meeting in order to give the necessary notice. That concludes the business before this meeting, gentlemen.

SUPREME COURT.

November, 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(ACTING PUISKE JUDGE.)

KWOK MI NGAU V. CHUI NGAU MUI.
A CLAIM FOR WAGES.

This was a claim for wages amounting to \$350 brought by an engineer.

Mr. Hays (Messrs. Johnson, Stokes, and Master) appeared for the plaintiff, and Mr. Brutton (Messrs. Mounsey and Brutton) for the defendant.

Mr. Hays said that this was a suit brought by the plaintiff, who was an engineer by profession. In August last he entered into an agreement with the defendant, who was the master of the Kung On Shop in Des Vœux Road, to serve on board the *Fai Lee* as one of the crew in the capacity of chief engineer. They were to take the *Fai Lee*, on behalf of the American Government, to Tientsin. No written agreement was entered into at the time—that was to say, no agreement signed by both parties. The plaintiff went to see the defendant at his house in the Kung On shop, Des Vœux Road. He was told there was a vacancy for an engineer on board the *Fai Lee*. The question of wages was discussed, and the plaintiff was told that his wages would be \$70 per month for six months. There were eight or nine other persons present at the time, and these were to form the rest of the crew. The launch was to be commanded by Captain Cannon, who was to take her up to Tientsin. They got to Tientsin and remained there a short while. They were landed and lodged in a sort of cook-house, and after a short while they were told that their services were not required any more and that they could go back to Hongkong. On asking what they were to do for their wages they were given a letter addressed to Captain Hoare, whom he proposed to call as a witness, and this Captain Hoare was to see that their wages were paid. Captain Hoare was a quartermaster in the service of the United States Army, and he was the paymaster on whose rolls these people's names were put for payment, and he was the man, unless he transferred these rolls, to whom they had to look for payment. At Tientsin they were put into one of Messrs. Butterfield and Swire's boats. They were told that they would be taken to Hongkong, but they were taken on to Shanghai. They had to get back to Hongkong as best they could, and the plaintiff's passage down to Hongkong formed part of the claim.

The plaintiff gave evidence in support of Mr. Hays' statement. He said that when he got to the defendant the latter said to him, "I have got a good job for you." He replied, "That is good; what good job?" The plaintiff said: "To go to Tientsin." Witness asked for \$80 a month but the defendant agreed to give him \$70 a month for six months. He told the defendant he would not engage for less than six months even if he got \$100 a month. Witness asked the defendant, "Is it really six months?" and the defendant replied, "Yes. Even if you go there and back at once you will get six months' pay." Witness asked him for a written agreement, but the defendant said a written agreement was not necessary; that a verbal agreement was quite sufficient. Witness asked, "Is this an honest deal?" and the defendant replied, "Yes; when one Chinaman deals with another there is no cheating."

Evidence was also given by several other members of the crew. Leung Fun, who went to Tientsin as quartermaster in the *Fai Lee*, said he was present in the Kung On Shop when the arrangement was made between the plaintiff and the defendant. Several other members of the crew were also present. He heard the conversation between the plaintiff and the defendant. The plaintiff wanted \$80 a month, but the defendant replied that the engineer on the boat which had gone up was receiving \$70 a month, and added, "You are engaged for six months. If you come back at the end of a month's time it will be all the same; You will have six months' wages." They asked him to give a written agreement, saying that they did not care about going as it was war time. They ultimately agreed to go, though the agreement was only a verbal one. Several of the crew put their names down on a piece of paper. He did not know why the crew were sent ashore at Tong-ku. The lights on the launch were always kept burning properly. Sometimes the oil was not very good and they had to add kerosene to it to make it burn better. When they were sent ashore nothing was said about their not attending to the lights properly.

Another quartermaster said that when they got to Tong-ku the chief engineer and the others did their duty properly. When the crew were sent away from the launch he heard no reason given.

Mr. Brutton said the case for the defendant was that he was instructed by Captain Cannon to engage a crew for the *Fai Lee* for a voyage to Taku. An agreement was drawn up between Captain Cannon and the defendant, and in this agreement the wage to be paid to each of the crew was mentioned, and the agreement added, "This agreement stands good until we get to Taku." The defendant knew exactly what terms he had to offer to the men, and the crew were employed on those terms simply for a voyage to Taku. That was the understanding on which the men were engaged. It took eight days to get to Taku. After they had been there three or four days complaints were made to Captain Cannon that the lights were not kept on board his launch and was asked if he could not keep any. He replied that he could but that the crew would not keep them alight. Accordingly the harbour authorities removed the crew, and put a fresh crew on board and the old crew were sent back.

The defendant corroborated.

In reply to Mr. Hays he said he signed the paper which had been mentioned to show that he had got the money with which to pay the men.

The hearing was adjourned.

November 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH.

KWOK MI NGAU V. CHUI NGAU MUI.

The hearing of this case was resumed, the case for the defendant being continued. The claim was for five months' wages at the rate of \$70 a month and \$8 passage money from Shanghai to Hongkong.

Mr. Hays was for the plaintiff and Mr. Brutton for the defendant.

John Cannon said he was a master mariner in the merchant service. In August last he took the steam-launch *Fai Lee* to Taku on the

instructions of Captain Hoare, who also instructed him to engage a crew. He was to receive \$200 per month. He told the defendant that he wanted a crew for the *Fai Lee*, and he paid him the money for them—\$310 for the first advance. His terms were that the defendant would find him nine men at \$310 a month to take the boat up to Taku, when the engagement would be concluded.

In reply to Mr. Hays, witness said he did not know what arrangements were made by the defendant with the crew. He did not know whether the engineer was told that if the lights did not burn properly he would be dismissed the service. Captain Hoare came to see him three or four days before he sailed. He asked him if he would take the *Fai Lee* to Taku and he said he would. On their arrival at Tongku the quartermasters refused duty—they refused to keep the lights burning—and Captain Wood, the American quartermaster-general, made a clean sweep of the ship. Witness had no fault to find either with the chief or second engineer. He (witness) returned to Hongkong because he was sick.

In reply to his Lordship, the witness said he was under Captain Wood's authority at Tongku. Captain Wood ordered the men from the ship. Witness had nothing to say in the matter. His engagement was to go up to Taku until the trouble was finished at \$200 a month. There was nothing in the agreement about paying his fare back. He returned to Hongkong because he was sick. Captain Hoare paid him \$310 as the first month's advance for the crew, and he handed the money over to the defendant. He was not engaged for a definite number of months, nor did he tell the defendant to engage the crew for a definite number of months. He did not tell the defendant to promise these men that they would have their fares paid back. There was no arrangement between him and the crew that they would be paid their passage money back to Hongkong.

Before the witness left the box his Lordship told him that he was asked to come there at a quarter-past two and he did not appear till a quarter to three. This was rather a serious matter. He had really been guilty of contempt of court. He kept the Court waiting for ten minutes. He must not let it occur again. A quarter-past two was a quarter-past two in that court.

Witness—I came here as fast I could.

Mr. Brutton, in summing up for the defence, submitted that the only arrangement made by the defendant with the plaintiff was that he was to be engaged to take the boat up to Taku for \$70 a month. There was no writing whatever to show what arrangement was made with the crew, but it had come out that Captain Hoare was the man who engaged Captain Cannon and that the latter engaged the defendant to get a number of coolies. It came to this that the defendant was merely the agent of Captain Hoare, and that the claim should not have been brought against the defendant but against Captain Hoare.

Mr. Hays also addressed the court.

His Lordship observed that this was a case which illustrated the inadvisability of not putting a contract in writing. The Court was called upon to decide upon two versions of what took place in the Hung On boarding-house in August. According to the evidence he found that the contract was to this effect—that the plaintiff was engaged to form part of the crew of a launch going to Tongku for an indefinite period at \$70 a month. He found that the plaintiff was well aware that the defendant was merely an agent in the matter for Captain Cannon or some other person. He therefore, thought that the plaintiff had failed to prove his case, and he accordingly gave judgment for the defendant with costs.

The following appointments have been announced at the Admiralty:—Lieutenants.—A. F. St. C. Armitage, to the *Hermione*, reappointed temporary, on promotion, to date October 1; S. Newcome, to the *Terrible*, reappointed temporary, on promotion, to date July 15; and H. C. Carr, to the *Sandpiper*, in command, reappointed on recommissioning, un-rated. Sub-Lieutenants.—J. Jones, to the *Hermione*, H. P. Smyth-Osbourne, to the *Terrible*, to date October 15. Midshipmen.—H. S. W. Boldero, to the *Goliath*, to date September 24.

A PRISON WARDER'S CASE.

THE CASE OF WARDER BEVES.

On the 9th inst., before Mr. Hazeland at the Magistracy, R. M. Beves, a warder in Victoria Gaol, was again brought up on remand for neglecting his duties on the 2nd inst. The charge was made under Sec. 17 of Ordinance No. 7, 1899, which reads:—"Every prison officer who, after having duly engaged and bound himself to serve as such officer, absents himself from his duties, or who, upon being dismissed or permitted to resign from, or ceasing to belong to, the service of the prison, does not deliver up all arms, accoutrements, appointments, and things entrusted to him for the performance of his duty as such officer, shall be liable to a fine not exceeding \$100, or to imprisonment, with or without hard labour, for any term not exceeding three months, and every such offender shall forfeit all pay during such imprisonment."

The evidence in support of the charge was that defendant was absent from duty at six a.m. on the 2nd inst. The defendant on the previous evening gave up his clothes and accoutrements, saying to the chief warder on the same day—"Some time ago I gave a month's notice to leave. That time is up now, and I am going." The chief warder replied—"Whatever you do you must take the risk of it." The defendant was on probation for three months from 3rd August last, and his appointment as warder had not been confirmed.

His Worship—The point for my decision is, whether the defendant was or was not a prison officer at six a.m. on the morning of the 2nd inst. Section 101 of the Prison Regulations reads as follows:—"Subordinate officers on the permanent staff, as well as those whose probation has not been completed, shall, on their services being dispensed with, be entitled to a month's notice or a month's pay in lieu of notice; but if they have committed an offence meriting it, then they shall be liable to be dismissed at once without having any notice or pay in lieu of notice. An officer who wishes to resign his appointment shall give three months' notice or shall pay to the Superintendent a sum equivalent to three months' pay of the rank he may hold." The latter part of the section applies to permanent officers as well as to officers on probation. I am of opinion that the giving of three months' notice or the payment to the Superintendent of a sum equivalent to three months' pay is a condition precedent to the right of the defendant to resign his appointment, and until he complied with either of these two requirements he would still remain a prison officer. I therefore convict the defendant of the charge, and order him to pay a fine of \$100, in default of which he will be imprisoned and kept to hard labour for six weeks.

Beves has given notice of appeal.

FOOTBALL.

HONGKONG A.F.C. V. R.A. COMPANIES.

This match was played at Happy Valley on Monday afternoon in ideal football weather, there being just enough of the raw element in the atmosphere to keep the players from becoming overheated and fagged. The teams were:—Hongkong A.F.C.—Goal—Howard; backs—Russell and "A.N.R."; half backs—Kew, Jenkins, and Bonnar; forwards—Lee, Brown, Noble, Tregear (5th J.H.C.), and Low.

R.A. Companies—Goal—Rose; backs—Hutcheson and Jackson; half-backs—Stewart, Griffiths, and White; forwards—Leach, Jones, Pettigrew, Canavan, and Robinson.

The R.A.'s won the toss, and Pettigrew kicked off with the wind. Overcoming all opposition, the forwards made a combined rush that carried the leather well up to Howard's charge. Russell tackled, and a corner resulted, which was fluked. From a shy Tregear captured, and passed to Low, who sprinted for goal. Leach contested successfully, and centred, and the forwards gave Howard another look in, but shot wide. Howard had been twice visited in as many minutes, and only twice in five minutes were the ground team successful in getting the ball into their opponents' half. Even then it was quickly sent back. Low presently looked like putting a different face on matters, but the attempt proved abortive, as did also a long shot from Noble. Griffiths saved, and Pettigrew dribbling

splendidly passed over to Leach, who returned. Russell and his partner were defeated, and Pettigrew sent in a ball that Howard just managed to save. He was rushed, however, and carried the ball outside the twelve yards' limit—a mistake that gave the R.A.'s a free kick and practically the gift of a goal, Griffiths netting the ball. The leather was centred and passed over to Browne who parted with it to Lee. He carried it past the half-backs, and with almost a clear goal, failed to score. The leather was again sent into midfield, and the R.A. forwards gave a good exhibition of what might really be called play. When a man got on the ball, he dribbled as far as circumstances and his opponents permitted. Then, not hanging on till it was too late, he passed, and thus darting from man to man—now in the centre, now on the wing—the ball was kept the greater part of the time in the club's territory. That no points were gained was due in no small measure to Russell and his partner, who worked like Trojans and tackled repeatedly.

At half-time the game stood—R. A. 1; Hongkong 0.

The change of position seemed to have done the ground eleven some good. Lee got the ball, which he and Brown succeeded in carrying completely clear of Hutcheson and Jackson. There was now no one to prevent the equaliser but Rose. He placed himself in position as the left wing men came on, and saved beautifully a low, swift ball from Lee. Rose pitched out, but Noble captured and also tried to equalise for his side. The R.A. backs, when Lee and Brown evaded them, seeing the clear field before the latter, seemed to regard the affair as hopeless, and had made no further attempt at defence. Rose's splendid saving, however, caused them quickly to realise that it was not yet too late, and they made haste to repair their dilatoriness—not, however, before their custodian had been called upon to defend his goal no fewer than four times in rapid succession, all four shots being delivered at a distance of a few yards only. The tussle ended abortively for the home men by Tregear's sending the ball past. It was certainly very hard luck for Low's forwards. They tried hard, but reckoned without their Rose. This incident seemed to infuse new life into both teams, and as a result the game acquired quite a new interest for the spectators—the majority of the military persuasion—who encouraged their favourites by shouts of—"Buck up, Jacko;" "Go it, Jimmy," and other expressions familiar to the football field. Jacko did "buck up" and Jimmy did "go it," but the more determined and prolonged the assault, the more solid and impregnable grew the defence, Russell and Low being, if selections could at all be made, especially conspicuous. The game throughout was the best by far that the season has yet seen, and their opponents of yesterday the most formidable that the Hongkong Club have yet faced. There was an entire absence of the shouting and rough play that have gone to spoil former matches, and the victory the R.A.'s gained was a well-deserved one because of its having been worked for. Such contests will go far towards making the Happy Valley men a cool, consistent, and irresistible body of players.

The game ended in a win for the visitors by one goal to nil.

The *Berliner Neueste Nachrichten* last month referring to the complaints rife in England because British troops had no share in the management of the railways from Tientsin to Peking and to Shanhaikwan, observed "this sensitiveness is explicable because the railways in question have been built by British companies; but there is no ground for transferring to the political sphere the dissatisfaction felt on this score. It will be remembered that some time ago differences of opinion with regard to the management of the railways arose among the Admirals. Admiral Seymour desired that they should be handed over to the British troops. It was, nevertheless, determined that the lines should be entrusted to the Russian forces. Nothing is known in Berlin of the reasons for this decision; perhaps the presence of a larger number of Russian engineers and Russian troops who were qualified to repair and manage the railways may have helped to determine the selection. In any case, it is certain that the decision was solely due to military considerations."

THE INTERPORT SHOOTING MATCH.

HONGKONG BEATS SHANGHAI.

The Hongkong team fired for the interport match on Wednesday afternoon. The light being bad the total score fell behind that of last year being 930 against 952. It was sufficient, however, to defeat Shanghai, whose total, as announced by telegraph, was 900. The following are the home scores:—

	200	500	600	Total.
St.-Mjr. Wallace, R.A.	33	34	33	100
Capt. Carlyle, A.C.D.	34	29	32	95
Mr. J. Marshall	29	34	33	96
Mr. W. Stewart	33	32	31	96
Mr. McLennan	31	31	32	95
Mr. G. P. Lammert	33	32	30	95
Mr. A. Cramer, R.N.	30	31	32	93
Mr. John Pidgeon	30	33	24	87
Ar.-Sgt. Blair, A.C.D.	31	32	24	87
Mr. E. Baldwin	30	32	24	86
	314	321	295	930

There were 138 bulls, 98 inners, 25 magpies, and 7 outers, a total of 268 hits. There were 2 misses.

PREVIOUS RECORD.

1889, Shanghai 819, Singapore 777, Hongkong 774.
 1890, No match.
 1891, Hongkong 867, Shanghai 830, Singapore 741.
 1892, Hongkong 835, Shanghai 810, Singapore 752.
 1893, Hongkong 822, Shanghai 802, Singapore 728.
 1894, Hongkong 823, Singapore 817, Shanghai 760.
 1895, Singapore 934, Shanghai 903, Hongkong 879.
 1896, Hongkong 916, Shanghai 960, Singapore 870.
 1897, Singapore 934, Hongkong 916, Shanghai 960.
 1898, Hongkong 934, Singapore 923, Shanghai 893.
 1899, Hongkong 952, Singapore 926, Shanghai 887.
 From 1889 to 1894 the match was fired with the Martini-Henry Rifle; from 1895 onwards with the Lee-Metford.

HONGKONG VOLUNTEER CORPS.

"A" COMPANY.

The eighth shoot of the present series took place at Kowloon on the 11th instant. Sergeant Major Lammert won the No. 1 Cup for the fourth time and Gunner R. C. Edwards won the No. 2 Cup for the first time.

The following are the six best scores:—

	200	500	600	H'cap.	Total
Sgt.-Mjr. Lammert	28	34	31	sc.	93
Gunner H. S. Holmes	27	29	24	sc.	80
Gunner R. C. Edwards	17	26	14	21	78
Gunner P. A. Cox	25	23	20	7	75
Captain Sanders	19	22	16	14	71
Gunner Libeand	22	13	17	19	71

THE GILLIES CUP.

Sixteen members competed in this competition on the Association Range. Owing to a high wind at 600 yds. the shooting was not up to the usual average. The best scores were:—

	200	500	600	H'cap	Total
Sap. Pullen	20	27	24	18	89
Gnr. Baldwin	29	27	25	1	82
Gnr. Duncan	22	33	16	11	82
Gnr. Stewart	31	31	16	—	78
Pte. Sibbitt	24	18	19	16	77
Gnr. Wilson	17	19	18	18	72
Sap. McGlashaw	13	14	23	21	71

The people of Changlinching on the Grand Canal are rather chuckling, says the *P. & T. Times*, to think that their town has escaped any damage from either Boxers or foreign troops. They congratulate themselves on having treated both parties alike, i.e. bought them off. Before the outbreak of hostilities they paid the Boxers to keep out of the town, and after the capture of Tientsin they paid the foreign troops to stay away—so they claim!

CRICKET.

A cricket match was played at the Happy Valley on Wednesday, 14th November, between Queen's College and St. Joseph's College, and resulted in a victory for the former by 20 runs. The following are the scores:—

ST. JOSEPH'S COLLEGE.		
C. Ozorio (Capt.), b Gulamali	0	
A. Ribeiro, b Gulamali	5	
R. Remedios, c Kwong, b Ismail	7	
H. Taylor, b Humphreys	0	
E. Roza, c Humphreys b Gulamali	5	
Chan Yau, c and b Gulamali	0	
L. Remedios, not out	2	
R. Eca, c and b Gulamali	0	
P. Marcuan, run out	0	
L. Remedios, c Kwong, b Ismail	1	
J. Yovanovich, b Gulamali	0	
Extras	2	
Total	22	

QUEEN'S COLLEGE.		
Tsoi Chan Fan, c Chan Yau, b Remedios	0	
Si Shui Kwong, c Roza, b Remedios	0	
J. A. Barretto, c Chan Yau, b Remedios	1	
E. Humphreys, c Ozorio, b Remedios	17	
S. A. Ismail (Capt.), run out	0	
F. Ellis, b Ozorio	9	
E. S. Joseph, b Remedios	2	
C. Humphreys, b Remedios	7	
R. Gulamali, b Remedios	1	
E. Bunje, b Remedios	1	
H. Fucckera, not out	2	
Extras	2	
Total	42	

I. M. C. TRADE REPORTS.

KOWLOON.

Mr. E. V. Brennan, Acting Commissioner of Customs, says:—The net total value of the trade for the year, amounting to Hk. Tls. 56,532,226, is the largest on record; it exceeds by Tls. 6,000,000 or 12 per cent., that of its highest predecessor, 1895; compared with the 1898 figures, the increase is 24 per cent., a fact which should go some way towards reassuring those who feared that business was in danger of being ruined—destroyed some thought—by piracy and brigandage in the surrounding districts and waterways. The improvement is exclusively in the exchange of goods between Hongkong and China, the figures representing that portion of business which is carried on directly from China to China without transshipment in the Colony, being practically a constant and not an important quantity. It is obvious, therefore, that Hongkong is more than ever the centre of the maritime junk trade in Kwantung. The value of foreign imports, which amounts to Hk. Tls. 24,500,910, shows an increase, if compared with the preceding year's figures, of over Tls. 7,000,000. This is in a measure accounted for by the higher valuation of many of the commodities making up the list, but the chief factor is the larger importation of foreign rice.

LAPPA.

Mr. J. Piry, Commissioner of Customs, says:—The value of the trade carried on in junks through the Lappa Station exclusive of the portion borne by regular trading junks between Hongkong and Macao, which alone represented Hk. Tls. 5,502,940—was Hk. Tls. 13,748,518. As compared with the net value in 1898—Hk. Tls. 12,030,939—it is an increase of over 14 per cent., whereas if compared with that in 1897, which, with Hk. Tls. 13,143,774, was the record year, it still shows an advance of over 4 per cent. These figures might lead one to adopt sanguine, but erroneous, impressions regarding the prospects of the junk trade which these stations record. The duty and shipping tables fail to show a corresponding increase. The total collection was Tls. 436,881, as against Tls. 459,783 in 1898, and Tls. 461,528 in 1897—a falling off of over 4 and 5 per cent. respectively; and the total tonnage was 760,002 tons, with 14,962 junks as against 779,049 tons, with 15,445 junks, in 1898, and 807,638 tons, with 15,879 junks, in 1897—a decline over 2 and 6 per cent. respectively. This summary review tends to show that the increase in the junk-borne trade exhibited by the gross values is more apparent than real; in fact, it is due, in the main, to the enhanced silver prices of commodities resulting from the fall in exchange. The rice in prices has been general, and is particularly conspicuous in the cases of

Patna opium, metals, kerosene, and silk. The enormous decrease pointed out in 1898 in European cotton goods continued during 1899; and whereas for a number of years grey shirtings averaged annually upwards of 75,000 pieces; white shirtings, 85,000 pieces; and T-cloths, 50,000 pieces,—these commodities have now fallen to 11,386 pieces for greyshirtings, 15,000 pieces for white shirtings, and 18,500 pieces for T-cloths—a loss of over 80, 80 and 60 per cent. respectively. These figures point to an early exclusion of the native junk from the import trade in these commodities.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST NOVEMBER.

	1899.	1900.
	above overflow.	below overflow.
Tytam	1 ft. 3 in.	5 ft. 10 in.
	below overflow.	
Pokfulam	5 ft. 6 in.	5 ft. 4 in.
Wongnaicheong	15 ft. 6 in.	35 ft. 2 in.
	STORAGE GALLONS.	
	1899.	1900.
Tytam	395,620,000	336,400,000
Pokfulam	54,000,000	54,380,000
Wongnaicheong	15,000,000	1,941,000
Total	464,620,000	392,721,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF OCTOBER.

	1899.	1900.
Consumption	107,586,000	118,104,000 gallons
Estimated population	202,500	208,500
Consumption per head per day	17	18.3 gallons
	CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF OCTOBER.	
	1899.	1900.
Consumption	9,322,000	8,000,000 gallons.
Estimated population	27,400	28,600
Consumption per head per day	10.98	9 gallons

The Government Analyst reports that the water is of excellent quality. The storage reservoir contained on the 1st 72,000,000 gallons less than on the same date last year. The consumption has gone up from 107,000,000 per mensem to 118,000,000, while there is little prospect of much rain for many months. The Hongkong public are therefore earnestly requested to be economical in the use of water, and to co-operate with the Water Authority in endeavouring to prevent waste.

R. D. ORMSBY,
Water Authority.

HONGKONG.

The only cases of communicable disease reported last week in the Colony were six of enteric fever, five in Victoria and one outside. Three of these proved fatal.

The first practice dance in connection with the St. Andrew's Association annual gathering, on the 30th inst. was held in the City Hall on Tuesday night, when there was a very good attendance.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 393 non-Chinese and 106 Chinese, the latter by 175 non-Chinese and 2,081 Chinese.

The body of the armourer's mate named Bedford, who was drowned early on the 10th inst. by the sinking of H. M. gunboat *Sandpiper* during the typhoon, was interred at the Happy Valley Cemetery on Monday afternoon with the usual honours.

We are glad to note that the old Victoria Recreation Club football team has been revived and will play its first match v. Hongkong F.C. to-day. The following are the officers of the club:—President, Mr. E. D. Sanders; Captain, Mr. R. Lapsley; Vice-captain, Mr. R. Henderson; Hon. Sec. and Treasurer, Mr. G. F. Williams; Committee, Messrs. G. Duncan, A. Cameron, L. Brett, and T. Yule.

The Rev. R. F. Cobbold informs us that collections at St. John's Cathedral on Sunday for the Alice Memorial and Nethersole Hospitals amounted to \$272.09.

All ships, junks, and other vessels are warned, in the *Gazette*, that torpedoes will be run on the Kowloon range from the 12th inst. until further notice, between the hours of 8 a.m. and 4 p.m. daily.

The steamer *Haitan*, which arrived here on Tuesday from coast ports, reports H.M.S. *Mahowk* at Foochow, H.M.S. *Isis* and a Japanese cruiser at Amoy, and the German *Bussard* at Swatow.

Some commotion was caused in the city at about six p.m. on the 9th inst. by a launch blowing her whistle continuously. It was discovered that in consequence of the high wind she had broken loose from her moorings. Another launch went to her assistance and she was again secured.

Among the general damage done by the typhoon the China and Japan Telephone Co.'s property suffered very heavily, practically all the wires being wrecked. Though efforts are being made to restore them, commencing with the central part of the town, the complete restoration is expected to take several weeks.

The Hon. C. P. Chater, Dr. Jordan and Messrs. Mitchell, Lewis, and Cox, who went up to Shanghai for the races, returned to the colony on the 9th inst. by the P. & O. mail steamer *Chusan*. Among the passengers by the same boat we also notice the name of Mr. George Hutton Potts, who took his part in the fighting up North, and also carried off one first prize and three seconds at the Shanghai races.

Another consignment of Australian ponies, 22 in number, started on Tuesday from Sydney for Hongkong. These belong to the class known as "Derbies" and are twice as expensive as the lot which suffered so heavily in the voyage up here the other day. The casualties among the latter will be compensated for by a fresh lot of subscription griffins, which should arrive from Australia about the beginning of next year.

The body of John McIlroy, the carpenter who was drowned by the capsizing of the dredger *Canton River* during the typhoon, was found floating in the harbour at Pedder's Wharf on Monday at half-past five. The remains were conveyed to the mortuary, where they were identified yesterday morning by Captain Scott, master of the *Canton River*, and by the first and second engineers.

On Monday afternoon, at the offices of the Public Works Department. Mr. G. J. W. King offered for competition three lots of Crown land. Inland Lot 1,591, which is situate in Queen's Road West and comprises 4,550 square feet, was sold for \$27,100 (upset \$18,224). Inland Lot 1,592, which is also situate in Queen's Road West, and comprises 4,819 square feet, was sold for \$21,820 (upset \$14,457). Garden Lot No. 16, which is situate in Upper Richmond Road and comprises 37,200 square feet, was sold for \$20 above the upset, which was \$372.

The somewhat rough weather we have been experiencing since the night of the 8th inst. has had a disastrous effect on the small craft in the harbour. The pleasure yacht *Pioneer*, of Mr. H. E. Pollock, Q.C., was among the vessels which came to grief. She was moored near the Victoria Recreation Club when she sprung her anchor or carried away her moorings on that night, and was dashed against Murray Pier, ultimately sinking. The boat was only built last year, and was most comfortably fitted up. Also a cargo boat which was being towed to the Refuge in Causeway Bay sank.

Among the passengers who arrived on Wednesday by the German mail *Konig Albert*, was the Right Rev. Bishop Piazzoli, the director of the Roman Catholic Mission in this colony. His Lordship was received at the wharf by all the clergy and a good number of people, and immediately on landing proceeded direct to the Cathedral, where a solemn Te Deum was sung. The service was highly impressive and was attended by all the clergy, the girls and boys of the Roman Catholic schools, and a large number of the Roman Catholic community. Yesterday evening the members of the "Catholic Union" had an At Home to welcome His Lordship on his return. There was a large attendance, and the guests were entertained by songs and music provided by the members. Altogether a very pleasant evening was spent.

Communication with the New Territory is still cut off, and until it has been restored no accurate estimate can be made of the havoc wrought by the typhoon in life and property.

Mr. E. C. Ray and Messrs Lamke and Rogge informed us on the 9th inst. that they had received telegrams from Saigon stating that quarantine has been removed on steamers from this port to Saigon.

A notification is published in the *Gazette* of a telegram from the Governor General of Indo-China, announcing the rescinding on the 8th inst. of the decree of the 3rd May, declaring Hongkong infected with plague.

An alarm of fire was raised on the 9th instant, about five p.m., at 68, Lower Las-car Road, the premises involved being an eating-house situated there. The outbreak was a slight one, and easily subdued by the fire brigade.

The *New York Sun* intimates that the American War Department has detailed Lieut.-Col. John S. Mallory, of the 41st Infantry at Manila, to be retained by Consul-General Wildman at Hongkong as military attaché. We understand that Colonel Mallory is at present in Hongkong.

The following notification appears in the *Gazette*:—The Hongkong Regiment.—Lieutenant H.S. Moberley, Indian Staff Corps, wing officer, to be quartermaster, vice Captain A. C. J. Campbell, the Duke of Cambridge's Own (Middlesex Regiment), wing officer, who has vacated that appointment.

The damage to Government matchsheds all over the colony by the recent typhoon is simply enormous. There is scarcely one left standing, and the figure for re-erecting them will, it is expected, approximate \$10,000. Government buildings have emerged wonderfully well sustaining, in fact, practically no damage.

The first performance by the A.D.C. of the three-act comedy *Our Flat* is now definitely announced for Saturday, the 24th inst., and a second representation will take place on the following Monday night. Rehearsals have been proceeding busily for some time and all promises well for the opening night.

The damage sustained by H.M.S. *Fame* during the late typhoon is greater than was at first imagined. In the fore part the plates are so strained that it is thought they will have to be removed and replaced by new ones, and in the after parts several feet of the hull will have to be renewed. The repairs are being proceeded with.

The new P. & O. s.s. *Sobraon*, though, as told elsewhere, she did not run into the typhoon, had rough weather all the way up to Hongkong. She shows, however, but very slight signs of ill usage. The *Sobraon* is not, as has been stated pretty widely in the press, definitely intended as yet to inaugurate a new service of boats for the Far East. Her trip is more of the nature of an experiment. In type she is an improved *Malta*, and passengers say that she is a very comfortable boat.

MISCELLANEOUS.

The U.S. Army launch *Hoi Wing*, bound from Hongkong to Taku, had her boilers burnt out when 150 miles north of Shanghai, and returned to the latter port under sail, reaching there on the 6th inst.

The *N.-C. Daily News* Tientsin correspondent writes that he learned from Sir Claude MacDonald that he asked the Foreign Office for Japan when he was offered Teheran a year ago. The exchange of posts with Sir Ernest Satow was, as we have already mentioned, decided on last May before the troubles at Peking.

A large fire broke out on the 30th October in the native city of Amoy, which destroyed 130 houses. For several hours great danger existed for the foreign settlement. The main work in getting control of the fire was done by the crew of a Russian man-of-war in harbour and the custom-house staff.

With reference to the press communiqué issued with regard to the coinage of silver, the *Madras Mail* says that the handsome profit of nearly three crores which Government have made over the transaction should be set aside as a reserve fund for the maintenance of the rupee at its present level, and not be appropriated as profit to Government.

The Russian Minister of Marine has ordered all the vessels comprising the Russian Pacific Squadron now stationed in the Far East to be fitted with wireless telegraph apparatus.

According to a Japanese paper, the Korean standing army consists of 6,500 men, of whom 3,000 Imperial Bodyguards, 400 Artillery, and 100 Cavalry are in Seoul. The remainder are distributed among the provincial garrisons and range in numbers from 100 to 200. It is now reported that the strength of the Imperial Bodyguard is to be raised to 5,000, so that the standing army will exceed 8,000 men in all.

The Norddeutscher Lloyd Steamship Company have just inaugurated a new service between Australia and China and the Straits. Two lines have been started—one from Sydney via the Caroline Islands to Hongkong, and the other from Sydney via New Guinea to Singapore—the *Munchen* running on the former line and the *Stettin* on the latter. The service between Europe and Australia via Colombo is shortly to be enlarged from a monthly to a three-weekly one. This service will be started as soon as some of the steamers of the Company, which have been chartered by the German Government for transport work between Germany and China, are released from their contracts.

A Seoul telegram to the *Asahi* states that the Korean Government has been trying to procure five million yen to relieve its financial burdens. It had been proposed to put forward the Customs revenue as security but Mr. McLeavy Brown protested against the idea. The authorities then tried to offer the mines as security, but there too they encountered objection. They attempted to float a loan in America last summer, but this again proved a failure. The recent movements in connection with the Seoul-Wiju railway are reported to refer to a loan of five million yen. The railway will be given as security. The expense of constructing the line between Seoul and Rajio is estimated at two million yen at the outside.

The dearth of coal and the present crisis in the coal market has brought Java coal to the front. The coal measures of the island are described in the *Batavia Nieuwsblad* as very extensive and as being found mainly at Bayah in the residency of Bantam. Only Eocene coal is met with in the island. Brown coal also abounds in Java. Coal similar to that found at Bayah is mined in Northumberland and in Lancashire. The government sent an engineer to examine the Bayah seams. He reported favourably on their quality and extent. But the government did not follow this up by mining operations, owing to difficulties of transport, especially the absence of railway communication between the coalfields and the nearest seaport. These difficulties have now been almost surmounted. A company has been formed to work the Bayah coalfields. It is expected that shortly Java will be no longer dependent upon foreign coal.

The *Times* in no doubtful manner endorses the remarks of Dr. Morrison on the guilt of the Chinese Government in connection with the Boxer movement and the attack on the Peking Legations, and also the complicity of the Chinese Ministers abroad. In its issue of the 15th ult. the *Times* says:—The whole story, as told by our correspondent, hangs together. It proves beyond all reasonable doubt the main points we have consistently affirmed. It shows that the "Boxer" movement was originated by an obscure official, who was promoted to high rank for inaugurating the association. It shows that the movement was seized upon by the Dowager Empress and diverted by her against the foreigners and the Christians for her own purposes. It shows that the "Boxer" chiefs and patrons were drawn from her personal clique. It shows that the Imperial troops openly co-operated in the murderous attacks on the Legations and on the native Christians. It shows that, from first to last, high officials of the Empire, including the reformed Tsungli Yamén, did all in their power to make those attacks successful and to betray the Ministers into the hands of their would be murderers. Lastly, it shows that, while these officials in Peking were so engaged, the representatives of China abroad, aided by personages like Shêng and Li Hung-chang, were endeavouring to delude the Powers by wholesale and systematic falsehood, calculated to defer relief until relief should be too late.

At a fire at Amoy on the 29th ult. Mr. Sheppard, of Messrs. Butterfield and Swire's factory, was accidentally killed, and was buried the next day by a firing party of officers and men from H.M.S. *Isis*.

A Japanese paper states that the Messageries Maritimes have paid 1,000 yen damages to the captain of the schooner *Yawata Maru*, which was sunk in collision with the *Laos* in the Inland Sea a short time ago.

We have received a pamphlet entitled *Stricken India* with some ghastly photographs of famine-stricken natives in various stages of dying. Though we do not think this is exactly the best method of appealing to the public, undoubtedly those who issued the pamphlet are earnest in their desire to alleviate the terrible sufferings of the unfortunate natives of the Indian Central Provinces, and their warning to the public not to think that because the rains have fallen the distress is at an end is a necessary one.

The Chinese Telegraph Administration at Shanghai is in receipt of a telegram from the office at Tungkwan, dated the 1st inst., stating that the farmers in that district, supposing the presence of the telegraph line to be responsible for the prevailing drought, have cut the line between that station and Hsianfu, thus interrupting communication between the new capital and stations to the north, but not affecting communication between Hsianfu and stations south to Shanghai. It is clear that further interruptions from the same cause may be apprehended in the same part of the country, and the circumstance is of interest as indicating the scarcity prevailing on the borders of Shansi and Shensi.

The following figures of Japan's exports, taken from the Annual Returns of the Foreign Trade of the Empire of Japan issued by the Department of Finance, show the progress Japan has made in five years:—

Value of Export from Japan to China.

	Yen.
1895	9,135,108
1896	13,823,843
1897	21,325,065
1898	29,193,175
1899	40,257,034

To Corea.

1895	3,831,476
1899	6,995,931

To Hongkong.

1895	18,362,802
1899	34,291,307

The *Straits Times* mentions another "possible" for the Governorship of the Straits. According to the *World*, Sir Arthur Havelock, Governor of Madras, will return to England about the end of the year. He will thus relinquish office three months before the expiration of his period of five years' actual service. Sir Arthur will be brought forward for a Colonial Governorship, as the five years passed in India do not count for Colonial Office pension. His colonial service dates from 1873, and he has still some three years to put in before he can claim a full retired allowance. From the *World's* point of view this suggestion may seem fraught with potential prophecy. As a matter of fact no man who has served as Governor of Madras at \$7,000 a month, plus allowances, will accept a drop to \$34,000 a year and a lower grade billet in the Straits.

The wharf accommodation at Tanjong Pagar, Singapore, is insufficient to meet the requirements of the port, according to the *Straits Times*, and steamers are continually being delayed, not only for a day or so, but sometimes for weeks together. For instance the *Benvenlich* was detained over eight days before being given a berth, and the *Benvenue* has been 14 days in port discharging a cargo of only 2,600 tons of coal, an average of less than 190 tons a day. The British collier *South America* (Capt. Dobson) of 2,701 tons, which arrived from Newport with 6,500 tons of coal for the British Government, has been waiting in the Roads for a berth since Nov. 1st. It may be stated, says the *Straits Times*, that, as a class, the shipmasters who understand the trade of the port look with disfavour on the scheme that the Tanjong Pagar Company has afoot for constructing a new basin and thus affording additional wharfage room. They say it will result in overcrowding and cannot meet the requirements of the ships. What they favour is the extension of the wharf outwards to the fishing stakes.

According to the returns of the Department of Agriculture and Commerce at Tokyo, Japan's yield of rice this year aggregates 45,000,000 koku.

Two cases of cholera were reported at the Lunatic Asylum, Singapore, on last Friday week. Two more cases were found in a boat off Beach Road, both men being dead. They had come from Palembang to Singapore.

The Canadian Militia Department has accepted an order from the Indian Office for 2,000 tons of firewood for China. The consignment was to be despatched at once from Vancouver. £40,000 has also been cabled in payment of great-coats, moccasins, and socks sent to China from Canada.

The British ship *Ellisland*, Capt. Brokenshaw, from New York for Yokohama, put into St. Michaels on the 1st ult. with loss of fore, main, and mizzen topmasts. She also lost sails, smashed bulwarks, 30 ft. of stanchions, and two boats on the deck-house top and bridges, and shifted cargo.

The following British war ships were placed on the non-effective list last month:—The *Audacious*, battleship, the *Invincible*, battleship, the *Achilles*, cruiser, the *Raleigh*, cruiser, the *Active*, cruiser, the *Volage*, cruiser, the *Hydra*, coast defence ship, and the *Scorpion*, coast defence ship. We understand that H. M. S. *Wivern* has also been condemned.

Messrs. Lütgens, Einstmann and Company, General Agents of the Great Eastern and Caledonian Gold Mining Company, Limited, inform us that they have received a letter from Mr. Best, dated 17th October, in which he says he expected to hand over charge to Mr. Bennecke, the new manager, in about a week's time. He would, in the interest of the shareholders, render Mr. Bennecke every possible assistance.

At Saseho, recently, where the Crown Prince of Japan visited the naval dockyard, his Highness was entertained with a sham fight in representation of the taking of the Taku Forts by the Allies. One company of marines put on Chinese uniforms brought to Japan as trophies, and being attacked by the Japanese, fled with great precipitation. At night the *Shikishima* and sixteen other battleships were brilliantly illuminated.

The *Japan Mail* anticipates, as the result of recent legislation in Japan, the break-up of the Yoshiwara. The women are leaving in such numbers, says our contemporary, that an impossible situation is created for their employers. The effect of this is likely to be painfully felt by a great many petty tradesmen who have hitherto plied business in that quarter of Tokyo. The newspapers speak of 30 restaurants, 40 tailors, 100 money-lenders, and so on, and say that altogether about 4,000 persons will be thrown out of employment. There are said to be signs of a riot, but the police are on their guard.

Mr. John Short, who at one time held a good position in an old established house at Singapore, and in the eighties resided in Hongkong, died on the 30th ult. at the British Consulate, Bangkok. The deceased, who was apparently about 65 years of age, had been an inmate of the Hospital and somehow or other had got out, for he was found on the road on Sunday. He was taken to the British gaol premises in a very weak condition and expired there about half-past eight on the day named. The deceased had not been very long in Bangkok, and was practically unknown, having recently arrived from Shanghai, where he had been employed by a mercantile firm.

Confirmatory news of the loss of the sailing ship *Tam O'Shanter* while on a voyage from Hongkong to New York reaches us by this mail. The vessel, it is gossiped in shipping circles, was condemned for any further service, and negotiations at one time existed for her sale and subsequent "break up." However, after a minute survey, it was determined to again put her on the run and she was chartered for America as above stated. The vessel was in command of Captain J. E. Ballard, who had his wife, daughter and infant on board; the chief and second officers were Europeans and the remainder of the crew were Japanese. The *Tam O'Shanter* left Hongkong on 9th September, and from the fact that she was never reported as passing Ajor it is presumed that she was lost between Hongkong and that port. She carried a general cargo.

In the light of a wire sent by a London press correspondent, Russia has sent considerable orders for tea to India and Ceylon, because Insurance Companies have refused risks in vessels trading with China, and Chinese Banks have refused advances to planters.

According to the positive statement of an American Press representative at Manila, even though the Friars be not expelled from the Philippines by the Washington Government, the latter will never permit them to resume parochial work in the islands.

Rumour has it in the Straits that the Rev. W. H. C. Dunkerley, Colonial Chaplain at Penang, will be transferred, early next month, to Singapore, to take up the appointment now held by Archdeacon Perham, who will leave the Colonial service on pension.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1900-1 lbs.	1899-00 lbs.
Hankow and Shanghai...	—	—
Amoy	320,874	321,077
Foochow	9,587,610	9,491,174
Canton	—	—
	9,908,284	9,812,251

EXPORT OF TEA FROM CHINA TO ODESSA.

	1899-1900 lbs.	1898-99 lbs.
Shanghai and Hankow...	34,873,042	25,449,867

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1900-1	1899-00
Shanghai	—	—
Amoy	13,149,995	9,723,093
Foochow	6,608,634	2,643,067
	19,758,629	12,366,160

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1900-1 lbs.	1899-00 lbs.
Yokohama	20,258,003	20,555,065
Kobe	11,448,067	12,961,640
	31,706,070	33,516,705

SILK.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1900-1901 bales.	1899-00 bales.
Shanghai	26,426	49,919
Canton	—	—
Yokohama	4,289	10,150
	30,715	60,069

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1900-1901 bales.	1899-00 bales.
Shanghai	3,765	6,718
Canton	—	—
Yokohama	5,850	10,799
	9,615	17,517

CAMPBOR.

HONGKONG, 16th November.—Still no fresh arrivals have been reported.

SUGAR.

HONGKONG, 16th November.—The activity continues and prices are further advancing.

Quotations are:—	
Shenklong, No. 1, White.....	\$8.00 to \$8.05 per.
do. 2, White.....	7.10 to 7.15 "
Shenklong, No. 1, Brown ...	5.15 to 5.20 "
do. 2, Brown ...	5.00 to 5.05 "
Swatow, No. 1, White.....	7.95 to 8.00 "
do. 1, White.....	6.95 to 7.00 "
Swatow, No. 1, Brown ...	5.05 to 5.10 "
do. 2, Brown ...	4.95 to 5.00 "
Foochow Sugar Candy.....	11.70 to 11.75 "
Shenklong	10.05 to 10.07 "

MISCELLANEOUS EXPORTS.

Per steamer *Astoria*, sailed on the 20th Oct. For New York:—4 casks woodoil, 5 cases bristles, 5 cases tea, 20 cases human hair, 25 cases preserves, 65 pkgs. canes, 86 cases blackwoodware, 124 pkgs. rattanware, 517 bales cassia, 758 pkgs. sundries, 12,106 rolls matting.

Per P. & O. steamer *Candia*, sailed on the 21st October. For Manchester:—125 bales waste silk. For Glasgow:—6 cases blackwoodware, 5 cases dried lychees. For London:—1,320 bales hemp from Manila, 6,635 boxes tea, 133 bales pierced cocoons, 150 casks preserves, 274 cases preserves, 198 casks soy, 320 bales canes, 5 cases bristles, 1 pkg. silks, 8 pkgs. effects, 2 pkgs. tea, 3 cases curios, 5 pkgs. rattan chairs, 2 boxes blackwoodware, 1 box Chinaware, 18 pkgs. sundries. For Marseilles:—2 cases curios, 10 cases hair.

Per steamer *Laos*, sailed on the 22nd Oct. For Marseilles:—150 bales raw silk, 17 cases silks, 59 pkgs. tea, 3 cases preserves, 1 case sundries. For Lyons:—375 bales raw silk. For London:—115 bales raw silk, 1 case silks.

Per steamer *Bamberg*, sailed on the 24th Oct. For Havre:—2 casks soy, 4 cases human hair, 16 cases cantharides, 25 cases staraniseed, 83 cases Chinaware, 104 pkgs. canes, 375 pkgs. tea. For Havre and or Bordeaux:—281 rollsmatting. For Havre and/or Hamburg:—36 cases human hair, 39 cases crackers, 60 cases bristles, 140 rolls matting. For Havre and/or Hamburg and/or London:—10 cases essential oil, 14 cases camphor, 33 bales skin rugs, 35 cases bristles. For Havre and/or Hamburg and/or Antwerp:—25 cases bristles. For Havre and/or Hamburg and/or London:—5 cases bristles. For Hamburg:—1 case silks, 1 case China ink, 3 cases private effects, 3 cases curios, 5 cases human hair, 8 cases sundries, 10 cases essential oil, 10 casks wood oil, 21 cases preserves, 161 pkgs. tea, 190 cases camphor, 220 bales feathers, 238 pkgs. canes. For Hamburg and/or Antwerp:—27 cases bristles. For Hamburg and/or Amsterdam:—4 cases cassia. For Hamburg and/or London:—32 pkgs. canes. For Hamburg and/or Antwerp and/or London:—25 cases bristles. For Bremen:—166 rolls matting. For Amsterdam:—200 casks preserves. For Copenhagen:—11 cases cassia. For Buenos Ayres:—1,000 pkgs. crackers. For Lisbon:—1 box Chinaware.

Per P. & O. steamer *Malta*, sailed on the 27th October. For London:—1,550 bales hemp from Manila, 54 bales hide cuttings from Manila, 171 sacks gum copal from Manila, 12 cases M. O. P. shells from Manila, 5 cases cigars from Manila, 200 boxes tea, 750 pkgs. tea, 5,739 boxes tea, 50 bales waste silk opt. Manchester, 30 bales raw silk, 5 cases silks, 343 rolls mats and matting, 1 case bird feathers, 13 pkgs. private effects, 2 cases silverware, 6 cases cigars, 20 casks preserves, 500 cases preserves, 15 cases sundries. For Lyons:—139 bales raw silk. For Marseilles:—96 bales raw silk, 135 bales pierced cocoons, 2 cases silks, 200 pkgs. tea, 25 bales canes, 4 cases human hair, 2 pkgs. sundries.

Per steamer *Idomeneus*, sailed on the 31st Oct. For London:—6,662 bales hemp, 550 bales waste silk, 41 bales canes, 153 casks preserves, 1,611 cases preserves, 50 cases Chinaware, 6 cases blackwoodware, 10 cases cigars, 30 cases essential oil, 42 bags copra, 26 bags gum, 675 pkgs. crackers, 196 pkgs. shell, 51 pkgs. sundries. For Liverpool:—50 pkgs. preserves, etc. For Manchester:—1 case silk. For Glasgow:—90 cases ginger, 3 cases curios. For Dundee:—50 casks preserves. For Hamburg:—3 cases shell. For London opt. Manchester:—175 bales waste silk. For London opt. Hamburg:—500 bales canes, 60 cases bristles, 25 cases star aniseed. For London opt. Rotterdam opt. Hamburg:—160 bales bamboo splits. For Rotterdam opt. Amsterdam:—200 cases preserved ginger, 25 cases cassia buds, 28 pkgs. cassia, 3 pkgs. samples.

RICE.

HONGKONG, 16th November.—Prices are declining, the market being weak. Quotations are:—

Saigon, Ordinary\$2.75 to 2.80
" Round, Good quality 2.90 to 2.95
" Long 3.15 to 3.20

Siam, Field mill cleaned, No. 2 ... 2.90 to 2.95
" Garden, " No. 1 ... 3.20 to 3.25
" White 3.95 to 4.00
" Fine Cargo 4.20 to 4.25

MISCELLANEOUS IMPORTS.

HONGKONG, 16th November.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn*: 1,650 bales No. 10 at \$81 to \$87, 550 bales No. 12 at \$88 to \$91, 400 bales No. 16 at \$90 to \$98, 750 bales No. 20 at \$93.50 to \$106. *Mexican*: 500 pieces 36 Red Stag at \$3.05, 1,200 pieces 36 X.M. at \$2.70, 1,500 pieces 32 Red Stag at \$2.75, 600 pieces 36 at \$3.05. 750 pieces 32 Red Stag at \$2.75. *Raw Cotton*: 100 bales Shanghai at \$22.25.

COTTON YARN— per bale
Bombay—Nos. 10 to 20s.....\$78.00 to \$109.00
English—Nos. 16 to 24.....114.00 to 120.00
" 22 to 24.....120.00 to 128.00
" 28 to 32.....136.00 to 142.00
" 38 to 42.....155.00 to 170.00

COTTON PIECE GOODS— per piece
Grey Shirtings—6 lbs. 2.15 to 2.25
7 lbs. 2.40 to 2.55
8.4 lbs. 2.90 to 3.60
9 to 10 lbs. 3.70 to 4.50
White Shirtings—54 to 56 rd. 2.60 to 2.80
58 to 60 " 3.25 to 4.05
64 to 66 " 4.30 to 5.55
Fine 5.20 to 7.90
Book-folds. 4.40 to 6.30
Victoria Lawns—12 yards..... 0.78 to 1.60
T-Cloths—6lbs. (32 in.), Ord'y. 1.75 to 1.90
7lbs. (32 "), " 2.00 to 2.25
6lbs. (32 "), Mexs. 1.95 to 2.20
7lbs. (32 "), " 2.85 to 3.70
8 to 8.4 oz., (36 in.) 29.0 to 3.60
Drills, English—40yds., 14 to } 4.25 to 7.10
16 lbs. }

FANCY COTTONS—
Turkey Red Shirtings—1½ to } 1.55 to 5.00
8 lbs. }

Brocades—Dyed — to —
Chintzes—Assorted 0.08½ to 0.17
Vlveets—Black, 22 in. 0.22½ to 0.60
Velveteens—18 in. 0.20 to 0.22½

Handkerchiefs—Imitation Silk 0.36 to 2.50
WOOLENS— per yard
Spanish Stripes—Sundry chops. 0.80 to 1.50
Habit, Med., and Broad Cloths 1.25 to 2.50

Long Ells—Scarlet..... 6.40 to 10.00
Assorted..... 6.50 to 10.10
Camlets—Assorted..... 12.50 to 32.00
Lastings—30 yds., 31 inches } 8.00 to 20.00
Assorted }
Orleans—Plain 8.50 to 10.00

Blankets—8 to 12 lbs. 4.00 to 18.00
METALS— per picul

Iron—Nail Rod 4.25 to —
Square, Flat Round Bar (Eng.) 4.25 to —
Swedish Bar 5.75 to —
Small Round Rod 5.00 to —
Hoop ½ to 1½ in. 5.50 to —
Wire 5/25 8.50 to —
Old Wire Rope 2.50 to —
Lead, L. B. & Co. and Hole Chop 10.25 to —
Australian 10.10 to —
Yellow M'tal—Muntz. 14/20 oz. 39.00 to —
Vivian's. 14/20 oz. 39.00 to —
Elliot's. 14/20 oz. 39.00 to —
Composition Nails 65.00 to —
Japan Copper, Slabs 41.00 to —
Tin 60.00 to —

Tin-Plates 6.75 to —
Steel ½ to ¾ 5.50 to —
SUNDRIES— per picul

Quicksilver 157.00 to —
Window Glass..... 5.70 to —
Kerosene Oil 2.50 to —

CLOSING QUOTATIONS.

FRIDAY, 16th November.
EXCHANGE.

ON LONDON.—
Telegraphic Transfer 2/1½
Bank Bills, on demand 2/1½
Bank Bills, at 30 days' sight 2/1½
Bank Bills, at 4 months' sight 2/1½
Credits, at 4 months' sight 2/1½
Documentary Bills, 4 months' sight 2/1½
ON PARIS.—
Bank Bills, on demand 2.63½
Credits, 4 months' sight 2.69

ON GERMANY.—
On demand 2.14½
ON NEW YORK.—
Bank Bills, on demand 50½
Credits, 60 days' sight 52
ON BOMBAY.—
Telegraphic Transfer 157
Bank, on demand 157½
ON CALCUTTA.—
Telegraphic Transfer 157
Bank, on demand 157½
ON SHANGHAI.—
Bank, at sight 71½
Private, 30 days' sight 72½
ON YOKOHAMA.—
On demand 2½ p.c. dis.
ON MANILA.—
On demand 1 p.c. pm.
ON SINGAPORE.—
On demand 1 p.c. pm.
ON BATAVIA.—
On demand 125½
ON HAIPHONG.—
On demand 2 p.c. pm
ON SAIGON.—
On demand 1 p.c. pm.
ON BANGKOK.—
On demand 60
SOVEREIGNS, Bank's Buying Rate 9.50
GOLD LEAF, 100 fine, per tael 50.25
BAR SILVER, per oz. 29½

TONNAGE.

HONGKONG, 9th November.—The volume of business transacted during the period under review is about the same as that of the preceding fortnight. From Saigon to Hongkong, 13 cents per picul nominal; to Java 30 cents per picul is obtainable for December loading; to Cebu a steamer has been closed at 40 cents per picul, which fills present requirements in this direction. The quarantine at Saigon against this port has been removed. Bangkok to Hongkong, 35 and 30 cents per picul is offered. Newchwang to Canton, 40 cents per picul for ready steamer. Java to Hongkong, 32½ cents per picul for dry and 40 cents per picul for wet sugar. Coal freights are firm. Moji to this, \$3; to Singapore, \$3.25 per ton. Sailing vessels.—A ship has been chartered to load here for New York on the basis of about 22s. per ton.

The following are the settlements:—

Sierra Cordova—British ship, 1,392 tons, proceeds Royal Roads in ballast.
Top Gallant—American ship, 1,166 tons, proceeds Port Townsend in ballast.
R. Morrow—British bark, 1,156 tons, hence to New York, private terms.
West York—British bark, 706 tons, hence to Callao, private terms.
Dunav—Austrian steamer, 1,004 tons, Moji to Swatow, \$3.50 per ton.
Benlarig—British steamer, 1,453 tons, Moji to Hongkong, \$3 per ton.
Elita Nossack—German steamer, 1,151 tons, Moji to Hongkong, \$3 per ton.
Tyr—Norwegian steamer, 1,417 tons, Moji to Hongkong, \$3 per ton.
Benlawers—British steamer, 1,484 tons, three ports north coast Java to Hongkong, 35 cents per picul (dry sugar).
Macduff—British steamer, 1,882 tons, three ports north coast Java to Hongkong (dry sugar), 35 cents per picul.
Victoria—Swedish steamer, 989 tons, two ports north coast Java to Hongkong (dry sugar), 35 cents per picul.
Tritos—German steamer, 1,033 tons, two ports north coast Java to Hongkong (wet sugar), 45 cents per picul.
Holstein—German steamer, 1,103 tons, Saigon to Hongkong, 13 cents per picul.
Tritos—German steamer, 1,033 tons, Saigon to one port north coast Java, 32 cents per picul.
Victoria—Swedish steamer, 989 tons, Saigon to one port north coast Java, 32½ cents per picul.
Decima—German steamer, 794 tons, Saigon to Cebu, 40 cents per picul.
Daphne—German steamer, 1,415 tons, monthly, 12 months, at 19,000 Marks per month.

VESSELS ON THE BERTH.

FOR LONDON.—*Coromandel* (str.), *Ajaz* (str.), *Canton* (str.), *Awa Maru* (str.), *Anenor* (str.), *Achilles* (str.).
FOR LIVERPOOL DIRECT.—*Tantalus* (str.), *Pyrrhus* (str.).
FOR MARSEILLES.—*Awa Maru* (str.), *Tonkin* (str.).

FOR BREMEN.—Stuttgart (str.), Suevia (str.),
 FOR HAVRE AND HAMBURG.—Suevia (str.),
 Sambia (str.), Ambria (str.), Aragonia (str.),
 Wittenberg (str.).
 FOR TRIESTE.—Silesia (str.).
 FOR VICTORIA, B.C.—Tacoma (str.), Riojun
 Maru (str.).
 FOR VANCOUVER VIA SHANGHAI.—Empress of
 India (str.).
 FOR SAN FRANCISCO.—Coptic (str.), America
 Maru (str.), City of Peking (str.).
 FOR NEW YORK.—Glengarry (str.), Hillglen
 (str.), Verona (str.), Devonshire (str.), R. Morrow
 (ship).
 FOR AUSTRALIA.—Kasuga Maru (str.).
 FOR SAN DIEGO.—Carlisle City (str.).
 FOR SINGAPORE AND BOMBAY.—Maria Teresa
 (str.).
 FOR SINGAPORE, PENANG, AND CALCUTTA.—
 Lightning (str.).

VERNON & SMYTH'S SHARE REPORT

HONGKONG, 16th November.—Business con-
 tinues quiet and there is nothing of importance
 to report. Rates in most cases remain practi-
 cally unchanged, but a little inclined to weak-
 ness.

BANKS.—Hongkong and Shanghai have
 been placed at 312 and 313 per cent. prem. for
 cash, and small sales have been made for March
 at 328 per cent. prem. Nationals have been
 placed at \$26 and \$26½ and are still wanted at
 the former rate.

MARINE INSURANCES.—China Traders have
 changed hands at \$52 and Unions at \$245.
 Cantons are still unobtainable. In the absence
 of local business rates for the Northern Insur-
 ances are taken from the latest Shanghai
 circulars. Straits remain unchanged and with-
 out business.

FIRE INSURANCES.—Both Hongkongs and
 Chinas continue quiet at quotations with sellers
 and no sales.

SHIPPING.—Hongkong, Canton and Macao
 have ruled quieter with sales at \$32 and close
 with sellers at that rate. Indos. upon the un-
 expected declaration of at 4 per cent. interim
 dividend have been in some demand and sales
 have been effected at \$92, \$93, \$94 and \$96
 cash, at \$95 and \$97 for December and \$96
 and \$100 for March, market closes steady at \$96.
 Douglas continue on offer at \$41, but without
 business. Star Ferry old issue were enquired
 for early in the week, but holders were not
 inclined to part at \$18, later, however, shares
 were on offer at \$18. New issue is obtainable at
 \$4½. China Mutuals and China and Manilas
 unchanged and without business.

REFINERIES.—China Sugars continue to
 improve and shares have changed hands at
 \$117 and \$118 cash and at a little more than
 equivalent rates forward, market closing at
 \$120. Luzons remain neglected and out of the
 market.

MINING.—Punjoms have been dealt in to a
 small extent at \$2.75. Queens Mines at 7
 cents, and Jebebus at \$7½. Olivers after the
 publication of the Mining Manager's report and
 last crushing for Mill running five weeks (315 oz.
 from 625 tons) were enquired for and sales were
 effected at \$1.30 and \$1.40 for Bs., market
 closing steady at \$1.40. A small demand for
 Raubs at \$50 during the week has not been
 met. Caledonians have been neglected.

DOCKS, WHARVES AND GODOWNS.—Hong-
 kong and Whampoa Docks continue very quiet
 with sellers at \$545 and no buyers or sales.
 Kowloon Wharves have improved to \$85 with
 sales. Wanchais unchanged.

LANDS, HOTELS AND BUILDINGS.—Hong-
 kong Lands have ruled rather quieter with only
 small sales at \$192, sellers at \$191 ruling the
 market at time of closing. Hotels have
 changed hands at \$118 and are now enquired
 for at \$119. Shares are also enquired for for-
 ward at equivalent rates, but holders do not
 seem inclined to part except at a substantial
 advance in rates. West Points continue dull
 with sellers at \$50½ and no business. Hum-
 phreys remain steady at \$11½ with fair sales.
 Oriente Hotels have been enquired for at \$80
 and could probably be placed at a slightly higher
 rate.

COTTON MILLS.—Small sales of Hongkongs
 are reported at \$6 and close with buyers at \$5.
 Quotations for the Northern Mills are taken
 from the latest Shanghai circulars.

MISCELLANEOUS.—Green Islands have chang-
 ed hands at \$18½ in fair lots, but close with
 sellers at \$18½. Ices have been placed at \$175
 and \$178, Dairy Farms at \$8½, United Asbestos
 at \$8 and Watkins at \$10.20. Electrics have
 been enquired for at \$11 without leading to
 any but a small business.

MEMOS.—A. S. Watson & Co.'s interim
 dividend payable on 28th instant. Transfer
 books close from 21st to 30th instant.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	[516½] 313 p. ct. prem. = London, £57.
China & Japan, ordy.	24	21.
Do. deferred	21	25 5a. Od.
Natl. Bank of China		
A. Shares		\$26½, a. & buyers
B. Shares	28	\$26, buyers
Foun. Shares...	28	\$20.
Bell's Asbestos E. A...	21	\$1½.
Campbell, Moore & Co.	\$10	\$20.
China Prov. L. & M...	\$10	\$9½, sales & sellers
China Sugar	\$100	\$120, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 32½.
International	Tls. 100	Tls. 40.
Laou Kung Mow ...	Tls. 100	Tls. 35.
Soychee	Tls. 500	Tls. 375.
Yahloong	Tls. 100	Tls. 27½.
Hongkong	\$100	\$5, buyers
Dairy Farm	\$6	\$8½, buyers
Fenwick & Co., Geo...	\$25	\$50.
Green Island Cement...	\$10	\$18½, sellers
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas ...	210	\$118, buyers
Hongkong Electric ...	\$5	\$11, sales & buyers
H. H. L. Tramways ...	\$100	\$6.10, buyers
Hongkong Hotel	\$50	\$180, buyers
Hongkong Ice	\$25	\$119.
H. & K. Wharf & G...	\$50	\$178.
Hongkong Rope	\$50	\$85, sellers
H. & W. Dock	\$125	\$170, sellers
Insurance—		545 p. ct. prem. = \$806½, sellers
Canton	\$50	\$128, buyers
China Fire	\$20	\$78, sellers
China Traders'	\$25	\$52, sellers
Hongkong Fire	\$50	\$295, sellers
North-China	225	Tls. 172½.
Straits	\$20	\$1.
Union	\$50	\$245, sales & sellers
Yangtze	\$60	\$115, sellers
Land and Building—		
Hongkong Land Inv.	\$100	\$191, sellers
Humphreys Estate...	\$10	\$11½, sales & sellers
Kowloon Land & B...	\$30	\$25, buyers
West Point Building	\$50	\$50, sellers
Luzon Sugar	\$100	\$35, buyers
Mining—		
Charbonnages	Fcs. 250	\$250.
Gt. Estn. & C'donian	\$3	5 cents, sales
Do. Preference...	\$1	30 cents, sellers
Jebebu	\$5	\$7½, sales & sellers
Queen's Mines Ltd...	25c.	8 c., sales & sellers
Olivers Mines, A...	\$5	\$2, sales
Do. B...	\$5	\$1.40, sellers
Punjom	\$8	\$2.75, sellers
Do. Preference...	\$1	75 cents.
Raubs	16s. 10d.	\$50, buyers
New Amoy Dock	\$6½	\$20½.
Oriente Hotel Co., Ltd.	\$50	\$80, buyers
Steamship Coys.—		
China and Manila ...	\$50	{ \$65, sellers \$27½, sellers
China Mutual Prof.	210	\$10½, buyers
China Ordinary	210	\$10½, buyers
Do.	25	\$25½, buyers
Douglas Steamship	\$50	\$40½, sellers
H., Canton and M...	\$15	\$32, sellers
Indo-China S. N. ...	210	\$96, buyers
Shell Transport and } Trading Co. }	21	23 5s.
Star Ferry	\$10	{ \$18. \$4½, sellers
Tebrau Planting Co...	\$5	\$3, sellers
United Asbestos	\$4	\$8, sellers
D.	\$10	\$20.
Wanchai Warehouse...	\$37½	\$61, buyers
Watkins, Ltd.	\$10	\$10.25, buyers
Watson & Co., A. S. ...	\$10	\$16, sellers
Universal Trading } Co., Ltd. }	\$5	\$5½, buyers
Cigar Companies—		
Alhambra, Limited...	\$500	\$1,500, buyers
La Commercial, Ltd.	\$500	\$1,000.
Hensiana, Limited...	\$100	\$119.
La Favorita, Ltd. ...	\$500	\$625, sellers

VERNON & SMYTH, Brokers.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

November—	ARRIVALS.
10.	Choysang, British str., from Canton.
10.	Shansi, British str., from Canton.
10.	Taiwan, British str., from Canton.
10.	Mohawk, British transport, from Taku.
10.	Airlie, British str., from Australia.
10.	Haiching, British str., from Coast Ports.
10.	Sandakan, German str., from Sandakan.
10.	Sobraon, British str., from London.
10.	Yuensang, British str., from Manila.
11.	Babelsberg, German str., from Java.
11.	Eastern, British str., from Kobe.
11.	Feiching, British str., from Haiphong.
11.	Forest Dale, British str., put back.
11.	Helios, Norwegian str., from Hongay.
11.	Hsinyu, British str., from Foochow.
11.	Lightning, British str., from Calcutta.
11.	Menmuir, British str., from Manila.
11.	Peiyang, German str., from Moji.
11.	Zibenghla, British trspt, from Shanghai.
11.	Undaunted, British cr., from Woosung.
11.	Gefion, German cruiser, from Canton.
11.	Cheang H. Kian, British str., from Straits.
11.	Bordeaux, French trspt., from Singapore.
11.	Glenfarg, British str., from London.
12.	Agamemnon, British str., from Shanghai.
12.	Benalder, British str., from Antwerp.
12.	Wingsang, British str., from Swatow.
12.	Thales, British str., from Swatow.
12.	Chiyuen, Amr. str., from Shanghai.
12.	Nanyang, German str., from Newchwang.
12.	Sullberg, German str., from Chefoo.
12.	Daybreak, British str., from Chefoo.
12.	Marie Jepsen, German str., from Java.
13.	Bayern, German str., from Shanghai.
13.	Protector, British g.-bt., from Weihaiwei.
13.	Haitan, British str., from Coast Ports.
13.	Siam, British str., from Bangkok.
13.	Claverdale, British trspt., from Sydney.
13.	Kagoshima Maru, Jap. str., from Moji.
13.	Humber, British storeship, from Woosung.
13.	Pelago, British str., from Langkat.
13.	Elita Nossack, German str., from Moji.
13.	Hinsang, British str., from Java.
13.	Konig Albert, German str., from Bremen.
13.	Hakata Maru, Japanese str., from Moji.
13.	Volute, British str., from Shanghai.
14.	Hailan, French str., from Pakhoi.
14.	Hue, French str., from Haiphong.
14.	Sabine Rickmers, British str., from Canton.
14.	Undaunted, British cruiser, from Practice.
14.	Kumsang, British str., from Calcutta.
14.	Woosung, British str., from Wuhu.
14.	Silesia, Austrian str., from Yokohama.
15.	Loongmoon, German str., from Canton.
15.	America Maru, Jap. str., from S. Francisco.
15.	Aragonia, German str., from Singapore.
15.	Tsinan, British str., from Hongay.
15.	Hong Bee, British str., from Singapore.
15.	Hailoong, British str., from Haiphong.
15.	Sullberg, German str., from Canton.
15.	Bendutha, British str., from Shanghai.
15.	Uganda, British transport, from Taku.
15.	Nanyang, German str., from Canton.
16.	Pigmy, British gunboat, from Shanghai.
16.	Fushun, British str., from Shanghai.
16.	Clara, German str., from Haiphong.
16.	Tamsui Maru, Jap. str., from Tamsui.
16.	Loongang, British str., from Manila.
November—	DEPARTURES.
10.	Sungkian, British str., for Manila.
10.	Cathay, Russian str., for Marseilles.
10.	Loongmoon, German str., for Canton.
10.	Sabine Rickmers, British str., for Canton.
10.	Changsha, British str., for Sydney.
10.	Chusan, British str., for Europe.
11.	Maldsura Maru, Jap. str., for Swatow.
11.	Comete, Fr. g.-bt., for Kwong-chow-wan.
11.	Pax, Belgian str., for Iloilo.
12.	Waterwitch, British surv. ship, for a cruise.
12.	Sobraon, British str., for Shanghai.
12.	Pentakota, British trspt., for Calcutta.
12.	Undaunted, British cruiser, for Practice.
12.	Nanyang, German str., for Canton.
12.	Chiyuen, Amr. str., for Canton.
12.	Kwanglee, British str., for Shanghai.
12.	Diamante, British str., for Manila.
12.	Hongkong, French str., for Haiphong.
12.	Shansi, British str., for Shanghai.
12.	Benalder, British str., for Kiao-chow.
12.	G. Baquedairo, Chilean training ship, for Singapore.
12.	Sullberg, German str., for Canton.
13.	Bordeaux, French trspt., for Taku.

13, Haiching, British str., for Swatow.
 13, Taiwan, British str., for Shanghai.
 13, Airline, British str., for Shanghai.
 13, Choyssang, British str., for Swatow.
 13, C. H. Kian, British str., for Amoy.
 13, Wingsang, British str., for Canton.
 13, Bisagno, Italian str., for Bombay.
 13, Amigo, German str., for Penang.
 14, Ambria, German str., for Yokohama.
 14, Hansa, German str., for Tsingtau.
 14, Anping Maru, Jap. str., for Swatow.
 14, Bayern, German str., for Europe.
 14, Glenfarg, British str., for Kiaochow.
 14, Agamemnon, British str., for London.
 14, Kagoshima Maru, Jap. str., for Bombay.
 14, Daybreak, British str., for Canton.
 14, Hsinyu, British str., for Shanghai.
 15, Feiching, British str., for Haiphong.
 15, Ulysses, British str., for Shanghai.
 15, Thales, British str., for Swatow.
 15, Chingtu, British str., for Yokohama.
 15, Haitan, British str., for Swatow.
 15, Benclutha, British str., for Canton.
 15, Decima, German str., for Saigon.
 15, König Albert, German str., for Shanghai.
 16, Fushun, British str., for Canton.
 16, Hanoi, French str., for Kwong-chow-wan.
 16, Hanoi, French str., for Huihow.
 16, Chwunshan, British str., for Hongay.
 16, Hakata Maru, Jap. str., for London.
 16, Helios, German str., for Hongay.
 16, Eastern, British str., for Sydney.
 16, Volute, British str., for Palamang.

PASSENGERS LIST.

ARRIVED.

Per *Chusan*, from Shanghai, for Hongkong, Mr. D. J. B. Dupegnac, Mr. and Mrs. Goetz, Mr. E. W. Mitchell, the Hon. C. P. Chater, Dr. G. P. Jordan, Messrs. J. H. Lewis, P. A. Cox, G. H. Potts, J. Arnhold, A. A. Johnson, R. Oswald, A. Emanuel, H. H. Wilson, J. Gresson, N. E. Noordeen, W. J. E. Forsyth and Neeson; for Bombay, Mrs. Tillott; for London or Bombay, Comdr. C. H. S. Tocque, Chief Officer P. S. Ram, 2nd Officer B. J. Ohlson, 3rd Officer J. C. Gibbons, 4th Officer J. B. Browning, 5th Officer H. G. Wilding, Chief Engr. T. E. Menzies, 3rd Engr. Gover, 4th Engr. J. M. Andrew, 5th Engr. Hadley, Messrs. P. M. Pearce, H. S. Lambert, W. J. True, W. H. Harden, W. E. Mason and Miss E. Blume; for London, Messrs. J. Neill, H. C. Ansell, Ed. Wheen, Mr. and Mrs. Heal, Misses D. Heal and Daisy Heal, Masters Cecil Heal, Charles Heal and Arthur Heal and two infants, Miss G. Muir, Miss Rendall, Miss Kinahan and Mrs. R. P. Lee and infant.

Per *Lightning*, from Calcutta, &c., Mr. A. Vaugulin, three ladies and child and five gentlemen "Carrington Co."

Per *Menmuir*, from Manila, Misses Kolp, Lassen, Teakie and Cormor, Mr. H. Stopp, Misses J. Yolignac and C. Bernards, Mrs. Tudman and child, Miss Tudman, Messrs. F. Ignacio and Banson.

Per *Sobraon*, for Hongkong, from London, Mr. Braidwood, Mr. and Mrs. E. Grist, Mr. and Mrs. Gidley, Mrs. Neave, child and infant, Mr. Geo. Smith, Mrs. Hooper and two children, Mr. Thorne, Lieut.-Comdr. C. P. Beatty Pownall, Mrs. Smart, Mr. and Mrs. Condy and child, Mr. Whittick, Gunner Chisholm, Comdr. E. D. Hunt, Mr. F. C. Barlow, Miss Bird, Mrs. Stevens and Miss M. Hawker; from Marseilles, Miss Danby, St.-Surg. and Mrs. H. Canton, Miss Skipton, Mr. P. E. Hozhevar, Miss Nicoll and Miss A. Nicoll, Mrs. Leigh, two children and governess; from Singapore, Mr. J. L. Marques; for Shanghai, from London, Messrs. P. D. Weeks and Cantwell; from Marseilles, Mr. and Mrs. P. F. Lavers and infant, Messrs. Wilkinson and Clifton, Mr. and Mrs. Frank Smith and Mrs. Dickinson; from Singapore, Mr. J. C. H. Darby; for Yokohama, from London, Mr. and Mrs. Hardy; from Marseilles, Misses E. and M. Cross. Passengers booked through:—For Shanghai, from London, Messrs. Moore and Vaughan; from London, for Shanghai via India, Mr. C. Rodlers; for Kobe, from Calcutta, Mrs. Rodlers; for Yokohama, from London, Mr. J. Shovel; from London, for Yokohama via India, Mr. Spillane.

Per *Glenfarg*, from London, Mr. and Mrs. Boyd and three children and maid.

Per *Wingsang*, from Swatow, Messrs. Murrett and McLaren.

Per *Haitan*, from Foochow, &c., Dr. McDougall, Mrs. Bellfield, Miss Bellfield, Miss Horne, Mrs. and Miss Hermann.

Per *Bayern*, for Hongkong, from Yokohama, Messrs. E. Anger, A. Landre, B. James, S. Harrison; from Nagasaki, Mr. J. Hamasaki and Mrs. T. Matsumoto; from Shanghai, Mr. M. Steger, Mr. and Mrs. Bloxham, Mrs. Rex, Mr. and Mrs. J. Wattie, Messrs. H. Reimers, F. Reiber, J. Clarke, Cornford, E. Lynch, Miss J. Oshie, Messrs. E. Langen, W. Munro, C. Childress, P. Dutkewitch, Holeoka and Hertik; for Singapore, from Yokohama, Col. Churchill; for Penang, from Yokohama, Mrs. R. Harris; from Kobe, Mrs. H. Safford; for Port Said, Messrs. Maslennikoff and Siachenko; for Genoa, from Yokohama, Prof. McKerrrow, Messrs. Prost and W. Muhle, Jr.; from Nagasaki, Mr. Schwabe, Mr. and Mrs. Stompf, Messrs. E. Seifert and H. Schmidt; from Shanghai, Mr. and Mrs. Stalhamer, Messrs. Dehnert, R. Buck, Junger, Schell, A. Campbell, Hagge, E. White, E. Cramer and Drewes; for Southampton, from Yokohama, Mr. F. Hall and Miss Bullock; from Kobe, Mr. A. Sullam; for Ismailia, from Shanghai, Mr. V. Lovch; for London, from Shanghai, Mr. and Mrs. Tours, Mr. R. Dowler, Miss M. Grattan, Mr. G. Grattan, Rev. and Mrs. Hind, Messrs. Etchells, Armstrong, and Glover, Mrs. Duncan, Messrs. F. Wharton, D. Breen, J. Wright, P. Tumber, R. Scott, J. Currie, J. Wallace, J. Wohlgenuth and G. Paxon; from Nagasaki, Mr. Nelson Hirst; for Antwerp, from Shanghai, Mr. C. Kleinenbroich; for Hamburg, from Nagasaki, Messrs. Gan, W. Fick, A. Athrens, O. Jonas, H. Muller, and J. Jongpiehl; from Kobe, Mr. K. Pohl; from Shanghai, Messrs. Radeke, T. Jensen, J. Topp, and Heizer Nitsche.

Per *Hinsang*, from Java, Mr. Stratton.

Per *Hakata Maru*, from Moji, Mr. and Mrs. J. A. Brown, Mr. McCaffry, Miss and Master Brown, Miss E. Griffin, Mrs. Jordan and three children and Mr. Wallace.

Per *König Albert*, from Bremen, for Hongkong, Messrs. Kosloff and Morozoff; for Shanghai, Mr. Friedrich May; for Kobe, Miss Th. Brandelius, Mr. Gentoku Mayesono, Mrs. Herm. Trotsig and child; for Yokohama, Mr. Byron Brooks; from Antwerp, for Shanghai, Mrs. Antoinette Dedeyn, Messrs. Jean Dedeyn, Georgette Dedeyn, M. Doudlet, Mr. and Mrs. Jos. Rayp and children, Miss Emma Vandersteyn; for Kobe, Mrs. C. Bruhn; for Yokohama, Mr. T. Makino; from Southampton, for Hongkong, Mr. J. C. Gerard, Miss A. Humphreys, Mrs. Ritchie and child; for Shanghai, Mr. and Mrs. Geo. Clarke, Mrs. and Miss Cowie, Mr. Percy Creighton, Mrs. Elliot, Mr. W. Furzman, Mrs. Grant and children, Mr. Hollins, Mrs. and Miss Klopfer, Mr. J. T. Lennie, Mrs. G. A. Matthews, Mrs. Moutrie and child, Mr. and Mrs. Ralph Nicholson, Mr. T. MacNidder, Rev. G. Owen, Mr. and Mrs. F. E. Richards, Messrs. Ross and J. Smith, Miss O. D. Smith, Mr. and Mrs. J. Stewart and child, Mr. and Mrs. L. P. Terrey and child and Mr. Tulloch; for Nagasaki, Miss Norton; for Kobe, Miss Blakeway, Miss Fugill, Miss Mackie, Mrs. Roek, Mrs. Matt. Smith and child; for Yokohama, Mrs. G. Blundell and child, Mr. and Mrs. J. R. Birkelund and child, Mrs. M. H. Stewart-Edwards and child, Mr. and Mrs. E. Schaeffer and child, Mrs. Y. Saneyoshi; from Genoa, for Hongkong, Miss Clara Apitzsch, Messrs. Antonio Banchi, Missionsarzt Dipper, Diem, Mrs. Xaver Droeze and child, Miss Francesca Endrizzi, Mr. Angelo Ferrario, Miss Bertha Krafft, Mr. and Mrs. G. Douglas Miller, Misses M. Miller, H. F. Miller, Rt. Rev. Bishop Luigi Piazoli, Misses Teresa Pera, Celelia Robecchi, Messrs. Carl Rieck, W. von Uffel, Miss Maria Zanolli; for Shanghai, Messrs. Arendt and Ernst Buhler, Mr. and Mrs. C. T. Fische, Mr. Jak. Hofmann, Mrs. Knappe and child, Mr. Koeler, Mrs. Luise Lindberg, Mrs. Irma Rabenhorst, Messrs. Otto Reitaig, H. C. Schiern, Wilh. Schroder, Caesar de Voos; for Kobe, Rev. and Mrs. Buchanan and children, Mr. Akira Fujinami, Mr. and Mrs. von Hammerstein; for Yokohama, Messrs. R. Go, T. Korte, Rowland Sander and Miss Marie Winterfeldt; from Naples, for Yokohama, Mr. and Mrs. Grebin and Mr. Matataro Matsumoto.

Per *Kumsang*, from Singapore, Mr. M. Picknell.

Per *Benclutha*, from Shanghai, &c., Mr. H. Craskey.

Per *America Maru*, from San Francisco, &c., Messrs. E. A. Hardoon and Ellis Kelly, Mrs. Brooks, Mrs. Fimburg, Messrs. A. Cobban, W. Nicholson, E. A. Gubbay, Mrs. F. E. Green, Miss Lizzie Coulter, Mr. S. Donnenberg, Mrs. W. J. Culver, Mr. and Mrs. H. R. Hatfield, Mr. W. Hatfield, Mr. and Mrs. F. Hodsumi, Messrs. J. S. Perry and E. Wilson, Miss Bache, Mrs. Mooney, Mrs. Ida Rice, Mr. and Mrs. K. Mounsey, Mr. H. L. Collins, Mr. and Mrs. F. H. Hilbert, Mr. and Mrs. Jordan, Mr. and Mrs. F. B. Lawler and Miss Crossman.

DEPARTED.

Per *Chusan*, from Shanghai, for London, Messrs. J. Neill, H. C. Ansell, Edward Wheen, Mr. and Mrs. Heal and family, Miss G. Muir, Miss Rendall, Miss Kinahan, Mrs. R. P. Lee and infant; for Bombay, Mrs. Tillott, Capt. C. H. S. Tocque, Messrs. P. S. Ram, B. J. Ohlson, J. C. Gibbons, J. B. Browning, H. G. Wilding, T. E. Menzies, F. Gover, J. M. Andrew, J. Hadley, P. M. Pearce, H. S. Lambert, W. J. True, W. H. Harden, W. E. Mason and Miss E. Blume; for Hongkong, Mr. D. J. B. Dupegnac, Mr. and Mrs. Goetz, Mr. E. W. Mitchell, the Hon. C. P. Chater, Dr. G. P. Jordan, Messrs. J. H. Lewis, P. A. Cox, G. H. Potts, J. Arnhold, A. A. Johnson, R. Oswald, A. Emanuel, H. H. Wilson, J. Gresson, H. E. Noordeen, W. J. E. Forsyth and Neeson; from Hongkong for London, Dr. E. C. Register, Mrs. A. F. Greig, Messrs. J. R. and C. E. Dadds, P. St. J. Bough-ton, R. N., Mrs. Richard Jebb and Mr. J. Rose; for Marseilles, Mr. C. W. May; for Ismailia, Messrs. Paul Hoberland and John S. Little, Miss Grace Little and Mr. H. T. Safford; for Bombay, Messrs. M. N. Gobhai and H. E. Noordui; for Singapore, Mr. W. P. Hume, Mrs. W. Osborne and Messrs. W. T. and C. H. Osborne; from Kobe, for Singapore, Miss Lucy White and Miss E. Garsite.

Per *Sobraon*, for Shanghai, from London, Mr. P. D. Weeks, Mrs. Lamonds, Mr. J. Cantwell, Mrs. Jones Morton, Mrs. Tocques, Mr. and Mrs. Hardy, Messrs. Moore and Vaughan, Mr. C. Rodlers, Mrs. Rodlers, Messrs. J. Shovel Plant and Spillane; from Marseilles, Mr. P. F. Lavers, Mrs. Lavers and infant, Messrs. Wilkinson and Clifton, Mr. and Mrs. Smith, Mrs. Dickinson and Mrs. Lavers; from Calcutta, Mrs. Rodlers; from Singapore, Mr. J. C. H. Darby; from Hongkong, Messrs. H. L. Moollan and Francoise Andre, Miss M. Bridges, Messrs. G. H. Coleridge, F. Hobden, Priestley, A. Guey-lard and Alfred de Wittemberaki, Mr. and Mrs. W. H. Boyd, child and infants, Messrs. Robert E. Manly and Neeson.

Per *Diamante*, for Manila, Mrs. and Miss Walker, Messrs. J. W. Ironside, F. McC. Smith, R. S. Woodson, W. C. Read, C. A. Clarke, F. Rodriguez, Mrs. Wolf (3), Misses Wolf, Mr. A. F. Greig.

Per *Bayern*, from Japan, for Singapore, Col. O. Churchill; for Penang, Mrs. R. Harris and Mrs. H. Safford; for Port Said, Messrs. Maslennikoff and Siachenko; for Genoa, Prof. McKerrrow, Messrs. Schwabe, A. Prost, W. Muhle, E. Seifert, H. Schmidt, Mr. and Mrs. Stompf and child; for Southampton, Messrs. F. Hall, A. Sullam, and Miss Bullock; for London, Mr. N. Hirst; for Hamburg, Messrs. Gau, K. Pohl, W. Fick, A. Ahrens, O. Jonas, H. Muller and J. Sengpiel; from Shanghai, for Ismailia, Lieut. von Losch; for Genoa, Messrs. Hagge, E. White, E. Cramer, E. Campbell, Drewes, Dehnert, R. Buch, Junger and Schnell; for London, Mr. and Mrs. Tours, Miss M. Grattan, Messrs. R. Dowler, Th. Etchells, Armstrong, F. Wharton, D. Breen, J. Wright, P. Tumber, R. Scott, J. Currie, J. Wallace, J. Wohlgenuth, G. Paxon, Mr. and Mrs. Hind, Mr. Clover and child and Mrs. Duncan; for Antwerp, Mr. C. Kleinenbroich; for Hamburg, Messrs. Radecke, T. Jensen, T. Topp, Nitsche and Jennings; from Hongkong, for Genoa, Messrs. Friesland, A. Emanuel, A. Landre, E. Anger, Oswald and N. Forsberg; for Antwerp, Messrs. W. Engelbrecht, R. Rameres, J. Deville, J. von Hamel-ryck, L. Martens, C. Nielson, A. Eengstad, Andre, Olsen, Johansen, Ingelbrechten, John-son, Codde, Braine, Cornelis, Dradder, Keur-linck, Hermans, Coels, Jansma, Van Eckhouta and Van del Relde; for Hamburg, Mr. F. Brandt; for Singapore, Mr. H. Johansen.

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